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THE

NATIONAL

Wagon Road Guide.

In the trail of the Buffalo followed by the Indian, then the White Man.

"Over the Rocky Mountains' height,
Like ocean in its tidal might,
The living sea rolls onward, on!
And onward on, the stream shall pour,
And roar by the far Pacific shore,
And fill the plains of Oregon."

SAN FRANCISCO:
PUBLISHED BY WHITTON, TOWNE & CO.
No. 120 Clay St., corner Sansome.
1858.

Lockwood, N. York. J. W. Hendrie, S. Francisco

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HUTCHINGS'

CALIFORNIA MAGAZINE,

A beautifully illustrated and highly interesting work; descriptive of the Scenery, Curiosities, Life and Literature of California.

Published monthly, at $3.00 per annum, by

HUTCHINGS & ROSENFIELD,

No. 146 Montgomery Street,

SAN FRANCISCO.

Errata.—Page 122, for "Fort Fidger," read "Fort Bridger."

CAÑON ENTRANCE TO SALT LAKE VALLEY—page 32.

THE

NATIONAL

WAGON ROAD GUIDE,

FROM

ST. JOSEPH AND COUNCIL BLUFFS,

ON THE MISSOURI RIVER,

Via South Pass of the Rocky Mountains,

TO CALIFORNIA.

Containing a minute description of the entire route, with all its branches and cut-offs; distances from place to place; lakes, springs, creeks, rivers, ferries and fording places; mountains, canons, deserts, alkali lagoons, meadows, camping and recruiting places; birds, animals, insects and reptiles; natural phenomena and remarkable scenery; with a

Map of the Route, including the Salt Lake Country,

WITH AN APPENDIX.

By W. WADSWORTH.

SAN FRANCISCO:
WHITTON, TOWNE & CO., PRINTERS AND PUBLISHERS,
No. 123 Clay Street, corner of Sansome.
1858.

Entered according to Act of Congress, in the year of our Lord, 1858,
By W. WADSWORTH,
In the Clerk's Office of the District Court of the United States, for the Northern District of California.

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INTRODUCTORY.

We have a three-fold object in the publication of this work. First, we wish to convince the emigrant from the Eastern States, that there is a perfectly feasible mode and route by which to reach California, without being subjected to the withering expense attendant upon emigrating by any other than the one herein advocated, the Overland Route.

Another object is, we wish to show to the world that California does possess, as a country to emigrate to, unequalled inducements and advantages. We desire to do this the more because we do know that California has a name abroad that in all respects is not an enviable one: and yet the world envies California.

We know that there are those at the East who look upon her as a myth, a veritable "humbug:" but if she is, they love her golden plumage, and delight in plucking it to the extent and value of *four millions of dollars monthly!* California has suffered in her reputation in nowise other than in the exemplification of the great truth, that "the evil that men do lives after them;" California has been badly governed; this is her one and only great fault.

Her gold fields still remain as exhaustless as ever; her agricultural capacities, though hardly yet tested, are already enriching her sons; whilst her sunny skies and salubrious clime are the admiration of the world. And though the world abroad knows this, still there are very many asking for more definite reasons why they should emigrate to California, than are usually given, while speaking of her advantages in

general terms. It is to the truthful answer of such interrogatories that these pages are in part devoted.

But of the national wagon road and overland route; we are convinced that Californians will hereafter, much more than formerly, make their return trips to the States by way of the plains. The journey overland, to those who have never made it, as well as to great numbers who have, presents inducements and attractions unequalled by any other route.

No one who has not actually made the journey of the plains can appreciate the advantages and convenience to be derived from a knowledge of the exact distance necessary to be accomplished every day, to be certain of securing a good camping place; as it avoids the necessity of being compelled to camp oftentimes where there is neither grass or water. By reversing the distances as given in this guide from place to place, it can as well be used by the Californian on his way to the States as from there here; but as much the larger number migrate towards California, the routes as described herein are made to commence at the Missouri River.

In addition to our own careful personal observation of the entire overland route, we are enabled to give the line of location of the eastern portion of the national wagon road, as located this year, 1857, by John Rice, Esq., U. S. Commissioner, to whom and to Mr. F. A. Walker, Engineer of the Commission, we are under great obligation [illegible] and other valuable information, relative to the country to the east of the Sierra Nevada Mountains including the valleys of Honey Lake, the Truckee, Washoe, and the Carson; thus giving to the work a character of reliability possessed by no other overland guide.

And as it is of the utmost importance to the traveler over this, the western and worst portion of the whole overland route, to be made acquainted with every feature it possesses, this work, from its completeness and reliability, cannot but be duly appreciated by Californians intending to make the journey eastwardly, or who have friends at the East, about to migrate by this route, to whom they can send it.

Authors frequently omit to give the more real reason for the publication of their works. We avoid that error by declaring our third motive—and perhaps it ought to have been put first—in getting up this work to be, to make money by its sale. To do this, at the low price at which it is offered, will require an extensive sale. We could hardly expect this unless the work should prove reliable; therefore, to give it this essential feature, and to make it not only the most reliable, but the most complete and valuable work of its kind, no labor has been spared. As such, therefore, it is respectfully submitted to the public.

OVERLAND ROUTE.

Well, we will tell you all about it; from two points on the Missouri River, along both sides of the Platte River, along the Sweet Water, via the South Pass to the Rocky Mountains and Humboldt River, to California; with all its branches and cut-offs, ferries and fording places, distances, camping grounds, meadows, marshes, deserts, mountains, valleys, rivers, soda or alkali lagoons, lakes, and springs.

But before we commence our minute detail of distances, from place to place, we shall give you our opinion of the advantages and practicability of the overland route, and devote a few pages to what we believe to be good, practical advice and directions to the emigrant, in reference to an outfit for the journey.

Then a brief account of the birds, animals, insects,

and supplies of the plains, and a few words upon the vegetation of the Rocky Mountains; also a description of the most noted landmarks, general scenery and objects, their remarkable features and peculiarities, with a notice of the various phenomena of mirage, sand-pillar, and sunstorm; of incidents that have occurred, and are likely to occur to travellers on the route; and then we will be ready to start out with you upon the plains, along the line of the national wagon road, from the Atlantic States to California.

ADVANTAGES OF THE OVERLAND ROUTE.

We believe the very best way to migrate from the Atlantic States of the Union, to California, is by the overland route. Its entire adaptation to the convenience and means of the masses, and its cheapness over every other route, is beyond question. Indeed, there is no other way known, by which a man, possessing only two hundred dollars, can reach California from the Eastern States, and, on arriving, have the same amount of cash in hand as on starting, unless he works his passage on shipboard, or in some other way which is not practicable, or adapted to the condition of the masses; but if he crosses the plains, and meets with ordinary good luck, he can. For it is no unusual occurrence to sell the remainder of an outfit for the plains, on arriving in California, for more even than it cost in the States; but to be enabled to do this, it must be of the right kind. By

following, or acting up to the suggestions given, under the head of General directions, in regard to outfit, animals, and their treatment on the route, there need be no difficulty.

In making the journey of the plains, there is just this difference between the man with only $100, and the man who can furnish from $150 to $200. One hundred dollars is hardly sufficient to enable you to be one of four men to get up the necessary animals, wagon, and provisions; but one hundred and fifty or two hundred dollars is sufficient.

The difference, then, amounts to this: the man upon the frontier, at any of the usual starting points on the Missouri River, with one hundred dollars, can get to California, by paying his money to some company going with ox teams and droves of cattle, engaging on his part, in addition to the one hundred dollars, to perform his share of the labors attendant upon driving and herding the stock, and the duties of the camp.

But on reaching California his money is gone. Not so with the man who, with two hundred dollars, can own his share of a four-man outfit; because the amount realized from the sale of the animals, harness, and wagon, on arrival, will very nearly equal, if not exceed, their first cost.

True, the passage of the plains occupies a little more than two months, when made with horses or mules, and with ox teams from seventy-five to ninety days; whilst the trip by water, from New York, can be made in little

less than one month. By the plains, you arrive in California in the very midst of the mining region; arriving by water, you are landed in San Francisco, with from one hundred to three hundred miles still further to go, at a very considerable expense, before reaching the mines; so that the difference in time between the two routes is more than counterbalanced by the saving of expense, in taking the overland route.

DANGERS OF THE OVERLAND ROUTE.

Very many, without doubt, are deterred from making the passage of the plains on account of the dangers that are believed to beset the emigrant by this route; but from experience it is our positive belief that the dangers are, to a very great extent, imaginary rather than real. The only real dangers incident to the plains, that humanity is not exposed to everywhere, are those which it is supposed may possibly arise from hostile Indians and Mormons, for we believe the danger to be no greater from the one than the other, and but little from either.

'T is true, the world has been shocked by a terrible massacre of men, women, and children, upon the plains, it is said; but where, upon the plains? Not within four hundred miles of the great national wagon road trail, as described in this guide; but away to the south of the Salt Lake settlements, upon the extreme southern verge of the great Salt Lake basin. The victims were proceeding by a route which, though constantly traveled by

Mormons, from Salt Lake City to Southern California, is not the route proper to be pursued by the emigrant, who desires to reach any part of the mining region, or the northern or middle portions of California, or any part of Oregon.

We are no apologist for the late terrible massacre in Mormon Utah, to which we have alluded, nor do we hesitate to declare our belief that, but for the Mormons, it never would have occurred; that they were the sole instigators, if not to a considerable extent, the real perpetrators of the horrible butchery, and ought to be held responsible for it. At the same time, though without offering it, even as a pretext for so inhuman a barbarity, it must be admitted, because we believe susceptive of positive proof, that the massacre was the direct result of the arrogance, the taunting tone of defiance, and even unjustifiable insolence of the victims themselves, towards a religiously fanatic people, with whom they had been for a time sojourning, and whose country—by occupation and possession—they were then traveling through. In addition to this, there is too much reason to believe that they were the perpetrators of a cruel wrong upon the Indians of the country.

But because an event so lamentable has occurred, it does not follow that there ever will be a repetition, even in Utah, much less upon any part of the plains, adjacent to the national wagon road. It would be just as reasonable to suppose that there must necessarily be a repetition of the Panama massacre, on the arrival of every

manner, as that another party of emigrants, by the plains, will become the victims of a like tragedy. We do not believe that the same unjustifiable conduct towards the Mormons, would be sufficient, alone, to induce them to permit even their Indian allies to re-enact so fearful a butchery, knowing, as well they must, the consequences that would inevitably result from it.

The Mormons have really secured, whether by artifice, pretended or real friendship, it matters not, an almost absolute control over the entire body of the Indians of Utah Territory; and as little or no danger need be apprehended from Indians, except at the instance of Mormon instigation and guidance, we believe that every apprehension that a like calamity may occur again, can be laid aside. That there are a few small bands of Indians, miserable beings at best, along some portion of the route, ever ready, and seeking every opportunity to steal the stock of the emigrant, there is not a doubt, and that diligence and watchfulness are necessary to prosecute the journey successfully, we do not deny; but, to twenty resolute men in a company, exercising due diligence, and minding their own business only, while in the Mormon country, that there is any real danger to be feared from Indians, we do not believe, and therefore should not hesitate a moment in choosing this route, to or from, the Eastern States, in preference to any other.

By *due diligence*, we mean the exercise of proper discretion in the choice of camping grounds, the disposition made of stock during the night, and the care and watch-

fulness to be constantly observed throughout the entire journey.

In regard to camping grounds, never make a night camp in a cañon, or narrow gorge between hills or mountains, when it can possibly be avoided; and by giving attention to the guide herein contained, it always can be. Never camp in the immediate vicinity, or within arrow range of inaccessible bluffs, or near extensive tracts of willows, that border in many places the streams along the route; for it is a common practice, when opportunity offers, for the Indians to wound the emigrants' stock, causing death if possible, though afraid to appear, or avail themselves of their dead booty, till after the train has passed on; so that when it is possible always make choice of open ground for camping.

But should the emigrant, desirous of making the journey to California overland, ask for an additional reason why we can see no danger from Indians or Mormons, as likely to befall future emigration by this route, we offer the one based upon the certain security afforded by the presence of bodies of United States troops, passing—as they most assuredly will be in future—in one or both directions, during the season of emigration, or stationed at numerous posts along the route.

IS IT A PLEASURE TRIP?

There are those who speak of making the passage of the plains a pleasure trip, from beginning to end. Don't

believe a word of it. For the first three or four weeks, and before the novelty has to any considerable degree worn off, all goes on finely, and almost any hour of the day or night even, can be heard from the lips of some one, "O California, that's the land for me." But mind you, long before the Humboldt River is reached, you hear very little of song, or merriment of any kind. Circumstances have transpired, and events taken place, that more than likely have given to the stoutest hearts, and strongest minds, a serious turn.

But should some one, as he plods along in the dust and heat, weary and waywern, in a moment of abstraction, happen to break out into song, instead of, "O California," you will be far more likely to hear, "O carry me back to old Virginnie;" so that when you hear men speaking of it, *only* as a pleasure trip, depend upon it that either they know nothing about it, or are ardent and enthusiastic admirers of nature, and therefore see at almost every step, something new, strange, or magnificent to admire, that affords them pleasure.

When the national wagon road across the plains shall have been to some extent improved, and government, much more than now, shall have extended its protection over it, it may possibly be made a pleasure trip entire; but seldom is now. And yet the first half or two-thirds can, with proper management, be made with much pleasure; whilst the last six hundred miles is almost always, even under the most favorable circumstances, attended with much of anxiety and fatigue. Still, as a whole, the

journey of the plains is one of peculiar and almost unequalled interest, and more than compensates the observant traveler ten fold for all his fatigue and privation.

There are many incidents connected with the march of the United States army towards Salt Lake City, the burning of the government wagon trains by the Mormons, and subsequent events connected with the rebellion of that people, that have tended greatly to increase the interest of the overland route, and which alone will induce great numbers of Californians to make their return trips to the Eastern States, hereafter, by the way of the plains. Californians returning to the States, if desirous of saving one, two, or three hundred dollars, in making the trip there, should always go by the plains, as the journey can be made far more easily from California to Missouri, than in the opposite direction. All the worst part of the road lies west of the South Pass; so that in going from California eastwardly, it is necessarily passed over first, and while the animals are yet in their strength.

NUMBER OF MEN IN A COMPANY.

It is generally considered that a company should consist of twenty-five or thirty able men, and this number certainly is enough, either for convenience or safety; besides, it is useless to form a larger company. Difference of opinion is sure to prevail; and as every one thinks his own opinion the best, and no possible mode of

enforcing regulations, the cases are rare in which a company of even twenty men hold together for more than half the entire journey.

Nor are large numbers conducive to the pleasantness of the trip, or camp life; so that if no danger be apprehended from Indians, twelve or sixteen men are enough for a company. Where families of women and children are along, a proportionate number of able bodied men should always be in attendance, to insure safety and a speedy progress.

It is astonishing to see how "nature will out" upon the plains. Selfishness predominates; but character in every phase shows itself, and as to good judgment, in relation to matters of daily routine, every man knows his own to be best; that he is right, if all the rest differ from, and all they, with one another. One wants to rest on Sundays, another don't; one drives too fast, another too slow; one would start early in the morning, another late; one will stop at noon, others will not; and to such an extent are these differences carried, it is no unusual circumstance to see the matter settled by a division of the entire outfit, animals, tent, provisions, and even the wagon, by being cut in the middle, and made into two carts, and each party of two persons goes on its way rejoicing, perhaps; but quite likely, in less than two days, the party of two will disagree, when one of them, with a well directed blow with an ax, will smash in a wheel of the cart; then follows another division, and if not perfectly satisfactory to both parties, settle the minor

difficulties by a regular "set-to," till one or the other whips, when each packs his own animal and goes on his way, glad to be rid of the other. So that a party, or "mess," of four men to a wagon is enough, and as few of these to constitute a company as can well travel with safety through the Indian country.

THE KIND OF TEAM.

In our advice to the emigrant in regard to team and outfit, it will be given as though he possessed but limited means. The more wealthy can do as they like; not always so the poor man, for we tried it.

The best team for a man bringing with him his family, his flocks and heards, and to some extent his household gods, is doubtless that of oxen. They are not quite so speedy, but they are the surest, and in proportion to their cost or value at the East, are worth the most in California. They require less attention on the journey than horses, are not as likely to stampede, or be stolen by Indians—with red skins or white—are less liable to accident or disease; will get along on poorer feed; therefore hold out better to the end of the journey; and in all cases will go more kindly into, and out of, bad creeks and mud holes; but of all the tasks attempted or performed by the emigrant on his long and tedious journey, that of walking beside and driving an ox team is the worst. Not the first eight hundred miles, but the last thousand, in which the heat and dust are almost in-

tolerable; and if there is any man who *works* his passage, and at the same time *pays* for it—whether he pays money or not—it is the driver of an ox team on the plains.

Ox teams should always be accompanied by a proper number of saddle horses or mules; they are indispensable in the herding of stock, in going on in advance of the train, to select camping grounds, and a great variety of other duties incident to the journey; besides the relief afforded to women, children, and others, who delight in a change, from the monotony of the wagon to that of horseback riding.

From four to six yoke of good oxen make a sufficient team for a wagon, though eight and ten are often used. Cows are sometimes brought under the yoke, and many of them work very well; but as no one would think of making up their entire team of cows, we do not speak of them as a proper animal for that purpose.

Wheel oxen, or those worked upon the tongue of the wagon, should be shod; particularly if heavy animals; not so much that they require to be sharply corked, as it is that, in holding back down hills, and declivities of sharp grade, and rocky, their feet become tender, worn out, and often lamed.

Decidedly the most agreeable team for the trip is one of good horses. Mules are quite as serviceable, and endure the journey equally well, often better; but they are more headstrong, and not as pleasant to manage as horses. But whether horses or mules, let them be fine

large animals. One of the greatest mistakes made by the emigrant is, when he procures small animals to put before his wagon. It is not so much the speed of the animal that is required, as its power. It is the load that wears down the team, more even than the quality or scarcity of their food; for there is always, except in unusual seasons, an abundance of food, if the emigrant only knows where to find it.

Large, powerful animals, will take your load steadily up the long, steep mountain sides, or through the heavy sands, with comparative ease, whilst ponies, or small animals, would wilt under their own efforts, for want of weight in themselves, to throw power into the collar. On this account large horses or mules, as draft animals, endure the journey the best. They feed and fill themselves on the grasses of the plains quite as freely and speedily as smaller ones, and endure extra or forced drives before a heavy load, much better.

The strongest argument, however, in favor of large animals is, their value on reaching California; the difference being nearly or quite one hundred per cent. California is full of small and medium sized native horses, that are good for their inches, but are not saleable at half the price of large English horses. There should be six animals, nearly of equal size, to each wagon; four to be used for harness, and two for the saddle, but to take their turn in harness if required. Every heavy draft horse or mule should be well shod immediately previous to starting.

PACKING OVER THE PLAINS.

Probably the most speedy mode by which the passage of the plains can be made, with our ordinary animals, is by packing; and doubtless for all the purposes of packing—if you cannot get camels—mules are the best, preferable even to horses; their peculiar gait seems to adapt them admirably, for trotting under a burden. Not only can you *pack* with greater expedition, but you are liable at times to unpack with equal haste, and without the slightest effort on your part.

ON A STAMPEDE.

Unpacking by this process usually has its origin in the really refractory nature of the animal, or from stampeding. But packing with expedition and with no delay on the way, can only be performed by those in

health; for should sickness occur of a nature unfitting the person for riding on horse or mule back, he must necessarily lie by; whereas, had he a wagon, he might probably be able to continue his journey. Besides this, the packer is unavoidably deprived of many of those little conveniences and luxuries that help to make the journey endurable, from his inability to convey them by that mode, without employing more animals than he can well manage.

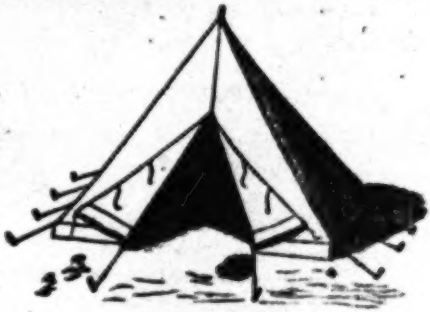
Packing, however, seems well adapted to the return trip, from California to the States, as all the mountain slopes, except the Sierra Nevada, are more abrupt and laborious of ascent from the west than the east; rendering the passage of wagons eastwardly far more difficult; but when the new wagon road shall have been in some degree worked, this difficulty will have been in a great measure remedied.

GENERAL OUTFIT AND DIRECTIONS.

Procure six large horses or mules, and good harness for four of them, and a light saddle for each extra animal. Every horse or mule should have a nose halter, or headstall, to which to attach a lariat or lasso of hide, rope, or cord, ten or twelve yards in length. The wagon should be an ordinary sized, two horse lumber wagon of the States; not too heavy, but well made; with a brake, or good lock chains for both hind wheels. The brake is an admirable fixture on a wagon for the plains, exceptionable only on account of its weight.

It is often thought expedient, as a matter of safety, to rivet a light bar of iron the whole length of the wagon tongue. There should be a strong cotton ("factory") cover to the wagon, and if double all the better; and what we mean by a double cover is, that there be one cover attached to the under or inside of the wagon hoops, that support the wagon cover, and the other upon the outside, as it offers far better protection against the beating winds and rains of the first three weeks, and the broiling sun of the rest of the journey.

In the foregoing you have the motive power and the rolling outfit, for every four, or not to exceed five grown persons. As two men only can conveniently sleep in the wagon, a small tent is necessary, and the very best form, because the most convenient and cheapest, is the



BEST FORM OF A TENT.

one here figured. It should be eight or ten feet square

at bottom, and running to a point at top, with a single tent pole in the center, the bottom shod with an iron socket point, and the top passing for a few inches through an iron ring, to which the tent cloth is attached at top.

Small cords should extend from this ring down the sides, and all the way attached to the cloth, to within a foot of the bottom. A sufficient number of tent pins of hard wood, and you have the simplest and best tent for your purpose that can be made. The cloth the same as for the wagon cover, strong "factory" or drilling, not duck or heavy goods; and alike with the wagon cover, never painted or oiled.

Reach some point on the Missouri river—if not a resident of one of the frontier States—in time fully to recruit your animals, previous to entering upon the plains. Be ready to start out from the first to the tenth of May, depending upon the season and the grass, or earlier if you have sufficient team and wagon room, to take feed along for your animals, for the first three or four hundred miles.

Lay in your entire supplies at some point on the Missouri river; they can be procured there at almost any place, in any quantity and of the finest quality. You may get through in from seventy-five to ninety days, but take on stores for one hundred, unless you go by Salt Lake. Don't try to drive more than twenty-five miles a day, nor ride your animals one unnecessary rod, in pursuit of game, or for the purpose of visiting natural objects or scenery, however strange or wonderful they

may appear; unless you would do just as we did, nearly use up your animals in doing it. But we had a motive other than to gratify our curiosity; it was, to enable us with fidelity and accuracy, to get up the little work you are now perusing.

In your journeyings, stop at least one day in the week for rest, if it be only for the good of your animals. Let it be on Sunday, if you can find good feed and water; but if not, drive on till you can, and then stop for a longer time than a day. There are those however, who prefer, and would recommend the traveler to move on a few miles every day; Sundays not excepted. It is a terribly severe journey for the poor draft animals; therefore never be cruel or unreasonable towards them; but at all times, day and night, take the very best possible care of them.

Load with nothing but what is really necessary, clothing, food, a few tools, and the necessary cooking utensils. Every man should have one good warm over coat, for night work, standing guard, and a few cold storms. More sickness arises from undue exposure to cold and rain, during the first three weeks of the trip, than from all other causes together, if we except the use of poor whisky.

On reaching the great grass and clover valleys and meadows that lie along the eastern base of the Sierra Nevada mountains, from Oregon on the north, to Walker's river on the south, including the valleys of Honey Lake, the Truckee, Washoe and the Carson,

recruit your animals as long as you will; indeed it would be well, particularly if you have herds of cattle with you, to remain there quite into autumn, or even till the spring following; but if you have only teams, and those horses or mules, when you do cross the mountains, which you can do in two days at any time, and arrive in California, your animals even though poor, if large, will be worth at least fifty per cent. more than though they were small animals.

SPECIAL OUTFIT AND DIRECTIONS.

In giving our advice under this head, we shall be governed solely by our own experience, even at the risk of its differing from that which you may obtain from numbers about to cross the plains with you, that because they, too, have once made the trip, feel competent to advise. But we have seen this very class of men, in the hurry and anxiety of preparation upon the frontier, strenuously declare that, "take plenty of hard bread and bacon, and all will be well"; whilst *we* say, don't you believe a word of it.

For, to live mainly upon any two articles of food, for days and weeks and even for months, and particularly upon hard bread and bacon, the strongest men get tired of it; and we have seen just such men, who were ready to give—after being a month upon the plains—almost any price, for even the taste of a luxury. Therefore don't fail to take, besides the staple articles, some of the

luxuries of living, in the form of dried fruits, sun-fruits and meats, and even good pickles, are a luxury on the way.

A box of raisins, a drum or two figs, you will never regret having taken, and they will all seem doubly delicious when eaten upon the plains, and will all be gone much sooner than you desire.

If your teams are oxen, you had better calculate on from one hundred to one hundred and ten days for the trip, indeed this would be considered making good time. If horses or mules and wagons, then from seventy-five to ninety days, and if by packing, from sixty to seventy-five days.

It is a perfectly safe calculation to allow three pounds of food to a man per day; but this quantity is hardly ever consumed; and yet to provide against contingencies, as delay on the way, by sickness or accident, it will be well to make that quantity the basis of calculation, as you will then be on the safe side. But little allowance should be made upon any expectation of procuring game by the way, for if you get any, you will be fortunate, unless you call fish game.

We speak of fish here, not with a view of leading the emigrant to suppose he is to be regaled upon trout at every stream we have noted as containing them, for he will find it quite the reverse; but there is a perfectly feasible mode, by which a company can supply themselves with fish in abundance, at very many places along the route. It is to have a small seine, say forty or fifty

feet in length, by four or five feet in depth, and made of thread or light twine; it would weigh but few pounds, and would pay its cost ten times over before the journey was completed, and conduce greatly to the comfort and convenience of the owners; besides being a matter of economy in point of weight; as more than its own weight of fish might be taken at several places, and thus lessen considerably the weight of provisions necessary to be taken at the start; and one such seine would answer for a company of six or eight wagons.

But without putting any dependence upon game or fish, or upon such flour, meats or vegetables, as can be procured on the way—if you go by Salt Lake or the Mormon settlements—we shall give our list of articles for each man for one hundred days:

50 pounds of flour,
25 pounds of corn-meal,
50 pounds of crackers or pilot bread,
50 pounds of hams,
25 pounds of bacon,
10 pounds of butter,
5 pounds of dried beef,
20 pounds of coffee,
30 pounds of sugar,
5 pounds of rice,
5 pounds of beans,
5 pounds of cheese.

280 pounds.

In this table we have given more weight of hams than bacon, because we found that small hams kept perfectly good for the entire journey, and was almost always preferred to fat bacon. Many omit to take butter, but such as do, invariably consider it a luxury when they can get it, before they have been a month out. Have it in a tight wooden firkin, in the middle and bottom of your wagon, and there is no difficulty.

In this estimate for one hundred days, we have left twenty pounds to be made up of pickles, dried fruits, tea, salt, vinegar and whisky, etc., but we don't advise you to take whisky, though we would certainly take two quarts, and only two, to each man, of the best brandy we could get; if for no other reason than this, there are a few, though only a few, venomous reptiles and rattlesnakes on the way; and for the bite of which, brandy is known to be the best available remedy upon the plains. Whisky might answer nearly as well, and on one account may be better; for we are not at all sure, but to use a little every day as a preventive, it might kill the snake that did the biting. For vinegar, a small quantity of acetic acid, to be reduced to the strength of ordinary vinegar when required, is an excellent substitute for the common article.

Your provisions should be all packed in sacks, and filled to an equal hight, that when arranged in the wagon, will present a tolerably even surface, on which to spread blankets for sleeping. It would be well to take along the following tools, indeed they are almost

indispensable; an ax—not a heavy one—handsaw, two augurs, two chisels, hammer, two gimlets, and a shaving-knife, a few wrought nails, all sizes, a few boxes of matches, a small coil of wire, three or four yards of light strap or hoop-iron, and the necessary cooking utensils; it is useless to specify these, as it will depend entirely upon fancy, or the mode of cooking proposed to be adopted; but the frying pan, camp kettle and coffee pot, are indispensable.

You may as well dispense with every article of glass ware from the start, for if not, you certainly will, before the journey is half accomplished, unless you entertain a strong attachment for broken ware.

You will want two good buckets or pails, to each wagon, a tin wash-basin, a few pounds of soap and three or four good towels. You will find it of great service along the way, to have a large tin can, holding ten or fifteen gallons, in which to carry water over long stretches where there is none.

Of fire-arms, we believe the best, considering their weight and effectiveness, for all manner of game, to be, good sized, double-barreled shotguns. Many will take rifles, because they have them, and are accustomed to use them. It is well enough to have a revolver; but you will seldom, if ever, have occasion for its use. Take a few trout hooks and lines, a few extra horse-shoes and nails; and if possible, be careful that at the least, one of a company of sixteen or twenty men, is a blacksmith, or horse-shoer, and has his tools with him.

And now having made up your equipment complete, of such articles as are really necessary, make up the balance of the desired weight of load with grain for your animals, and you are ready for the plains.

COST OF THE OUTFIT.

We have said that the overland route to California is the cheapest, and if any thing like ordinary good luck attends the emigrant, and he procures his outfit upon the suggestions and advice given in this guide, it is the cheapest, and therefore, to very many who, with small means, would emigrate to California, it is the best.

Four good fellows uniting for the purpose, here is your outfit, and its cost:

Six good horses at $100 each,	$600
Four harnesses at $15 each,	60
One light two-horse wagon,	75
Two light saddles,	20
One tent,	10
Provisions,	75
Cooking utensils, tools, etc.,	60
Total,	$900

Now there are thousands who will emigrate to California from the Western States, who have nearly their entire outfit on hand, and therefore the cash outlay cannot reach any thing like the amount as given above. But suppose it should—as might be the case where men

om the more Eastern States, proceed to the frontier before procuring their outfit—how will the account stand on reaching California? If you have the ordinary good luck that usually attends the dilligent, prudent emigrant, and bring your animals all through in sound condition, even though poor in flesh, the account will stand on sale of outfit, if your animals are large, nearly as follows:

Six horses, $125 each,	$750
Four harnesses, $15 each,	60
One wagon,	60
Two saddles, tent, tools and cooking utensils,	30
Total,	$900

So you will have made just an even thing of it, or reached California with only the loss of your time, for which you are more than compensated in the beauty, sublimity and grandeur of the scenery, and the general interest of the overland route; while the chances are, that in three months time from date of your arrival, your horses, if you keep them, will bring you from $150 to $200 each, instead of $125.

Confirmatory of the above, we will give you our experience. We started from St. Joseph on our last trip over, with four horses only, that we bought at that place, for $75 each; we took no extra animals; had'nt the money to buy them with. Our harnesses were second-hand and cost $12 50 each, or $50, and our wagon, with cover, and all fitted, $65 more; total, $415. There were five of us on starting, and four of the company

arrived at Placerville, California, with the same four horses and wagon that we started with, in ninety-nine days, having stopped on Sundays and other days to rest and recruit on the way, twenty-one days, making seventy-eight traveling days. Our horses came through, poor in flesh, it is true; but they could stand and walk, and draw an almost empty wagon, and the next morning after our arrival we sold a part of our remaining outfit, as follows:

Four horses, $160 each,	$400
One wagon,	50
Four harnesses, $12 50 each,	50
Total,	$500

Net gain, therefore, on the above, $85, and leaving us with tent, tools, cooking utensils, and some provisions on hand, worth something; and we think we could do the same again and again; but would always have two extra horses if possible.

And now, having given you our views of what constitutes a proper outfit for the journey, and its probable cost, before we proceed to speak of the regular routine of a day upon the plains, or give a description of the route, we shall devote a few pages to a brief notice of the birds, animals and vegetation, and some of the more remarkable natural objects and phenomena, observable along this great national highway.

BIRDS OF THE PLAINS.

But few birds are seen upon the plains; this probably arises from the fact, that there are so few trees or forests, to afford them food and security. Among the birds of long flight, we saw a few crows and hawks, soon after leaving the abodes of civilization, in the vicinity of the Missouri river, none afterwards; whilst of the game birds, the same can be said of a few coveys of quails; but the prairie chicken or grouse—*tretrao cupido*—were found more or less numerous, upon every part of the route.

Between the Missouri and the Little Blue rivers, among the trees that skirt the streams, and the beautiful copses of timber that here and there dot as with islands the great rolling plains, are found nearly all the varieties of birds common to the Western States: the raven, turkey vulture, three or four varieties of the hawk, the blue bird, lark, yellow-flicker, robin, and the great *bubo*, or hooting owl; and along the creeks, a variety of the *grus*, a perfectly white crane, though but seldom seen.

After leaving Fort Kearny on the Platte, hardly a bird was to be seen, except the cow-bird, *molothrus pecoris*. This is a beautiful little black bird, with bright yellow wings, they fly in considerable flocks, are singularly tame, and frequently alighted upon the backs of our animals, when only a few yards from us, and busied themselves by devouring the different varieties of *tabani* or horse flies. A few water-fowl are seen along the Platte and its tributaries.

Approaching the Rocky Mountains, almost the only bird seen, is a variety of the *bubo*, a small brown owl, that burrows in the ground, one of a strange company of three, occupying the holes of the little prairie dog, along with the rattlesnake. We believe every observant traveler upon the plains will endorse the assertion, that the three often resort to the same hole, at the same time, for protection or safety.

Between the Rocky Mountains and Carson river, or the Sierra Nevada mountains, a few water-fowl are seen along the rivers, and sage hens—*tetrao phasianellus*—upon the bottoms; these, with an occasional small flock of black birds, upon the Humboldt river, and the list of the birds of the plains, along the line of the emigrant trail, is full.

ANIMALS, INSECTS AND REPTILES OF THE PLAINS.

Immediately after leaving the timbered lands that border the Missouri river, the country to the west is a rolling or undulating plain, almost destitute of timber except along the streams, though every where covered with a luxuriant growth of grass. In this open country, but few animals are seen by the emigrant, except the common deer, the white or dusky wolf—*canis nubilis*, or *gigas*—and the antelope—*antilo capra*—an animal smaller than the common deer, and extremely fleet and shy.

Before reaching Fort Kearny, but few traces of the buffalo are seen, except occasionally their skull-bones;

the living animal is now seldom seen as far east as this. West of Fort Kearny, dusky wolves are numerous. This animal, the size of a large dog, is ferocious towards other animals of the plains, they seem always to roam solitary, at least this is their habit, during the season of our emigration, never in packs like the coyote or prairie wolf, and subsist in summer, at least to a great extent, upon the calves and cows of the buffalo, attacking the latter at a time when of all others, they are the least able to defend themselves. These wolves, though bold, and often approaching very near to camp, seldom attack the emigrant's animals, except they find them lame and abandoned, or dead.

The common prairie wolf, or coyote, *canis latrans*, in packs of from three to a dozen, are musical fellows, and almost nightly serenade the traveller, each with its own piquant solo, with variations strangely commingled.

The buffalo, though numerous upon the plains but a few miles back of the sand bluffs that border the Platte bottoms on the south and north, are now seldom seen along the river, except by the first of the season's migration; though their deep worn trails, numerous bones and wallowing holes, seen in every direction, are so many evidences of their having been but a few years since, far more numerous along the route than now. These animals have a habit of throwing themselves upon their sides upon the ground, and then by giving their feet and legs the usual walking motion, their bodies revolve, their feet making the circumference of a circle, and this move-

ment oft repeated in the same place, has caused the deep cavities or basins, so numerous along the banks of the Platte.

The badger is occasionally seen. The little sand-rat or gopher, is found all along the route; or rather their countless holes, are often found, making a perfect honey-comb of the ground for acres together, but the animal is seldom seen.

Upon Deer Creek, a tributary of the Platte, a few miles below the upper crossing, we saw the first elk, a noble animal, and along the Sweet Water as we approached the Rocky Mountains, saw great numbers of of them.

The little prairie dog, *cynomys ludovicianus*, are frequently seen, and queer little fellows they are: burrowing in the ground, and living in families; seldom leave their holes in the day time, except to play immediately around them, where you see them at times setting around, reared upon their hind legs, chattering and barking like a mad miniature puppy; but disappear instantly on discovering your first inclination to approach.

Of the reptile family, the *lacerta*, or land lizzard, are numerous after leaving the Platte river; they are from four inches to a foot in length, entirely harmless, and though built precisely like a miniature crocodile, they will just dart like an arrow along the surface of the ground.

Upon Green river, one of the great sources of the Colorado, a wide, cold and rapid stream, we saw the first

"buffalo frogs," as they are usually called by emi-

THE HORNED TOAD—See next page.

grants on account of their size. They are the true *rana mugica*, entirely unlike any variety found at the east, or

on the Pacific coast, and are really ludicorously musical; with great strength of voice and variety of tone; they weigh from two to four pounds, and as they range themselves along the edge of the water, look more like as many pigs stripped of their hair and partly set up on end, than they do like frogs.

Crickets and grasshoppers are, in many places, exceedingly numerous, the former of great size, often two inches in length, and of a light brown color.

The tarantula, a large and venomous spider, the scorpion, and the centipede, are rarely though sometimes seen.

The horned toad is sometimes met with, and is an animal so unique in appearance, that we give a life-size engraving of it.

But very few animals except the large brown, or jackass hare, are seen between the South Pass and the Sierra Nevada mountains; though a single trip into the high mountain valleys, invisible from below, brought to our view a beautiful flock of the big-horn, or Rocky Mountain sheep; but so timid, we could make no possible approach towards them after being discovered. These, with the black tailed deer, *cervus macrotis*, rarely seen, make the list of wild animals seen by the traveler along the route, nearly complete.

VEGETATION OF THE ROCKY MOUNTAINS.

Here we have almost a misnomer, for really there is very little of vegetation upon the Rocky Mountains;

and this one general feature, their almost total barrenness, not only of trees, but of all vegetation, as well along the great main chain, as upon all the spurs, isolated peaks or ranges adjacent thereto, surprised us. We had supposed them to be covered, like most of our eastern mountains, with vast and almost impenetrable forests; in addition to which, we had imagined them filled with dark and dangerous jungles and defiles, where numerous wild animals found a safe retreat, and the Indian only, knew of their most secret fastnesses; but on the contrary, all is bleak, barren, and desolate, save here and there, around some high mountain spring, within a sheltered nook, a small clump of stinted cedars, or dark colored pines, manage to eke out an existence.

For nearly a hundred miles previous to reaching the South Pass, the road lies along the valley of the Sweet Water, a tributary of the Platte. Along the windings of this stream, are narrow alluvials producing good grass, and during the early part of summer at least, a variety of flowers. All else than the river bottoms is a rolling plain, interspersed with mountain ridges, spurs of the great main range, and nearly destitute of all vegetation but the wild sage, and several varieties of the cacti.

We shall not attempt any thing like a full description of the plants or flowers, indigenous to the vicinity of the South Pass, on either side, but only speak of such as we saw and could make a note of, in the usual hurried passage of the emigrant along the great wagon trail.

But among the many beautiful flowers that we did

see, we recognized the orange colored ascelpias tuberosa, the lupin, and the golden coreopsis. Another brilliant flower often seen, was the liatris spicata, and the pretty euphorbia marginata, with its silvery edge; these and many others were generally found along the banks of the streams, and yet some times the almost barren sands would produce a cactus of singular form, and with a bloom of exquisite beauty. Before reaching the Humboldt, you will seem to have passed out of the region of flowers; the lateness of the season and the heat, seem to have left only a few of the wild sunflower, and the orange colored lily, to greet the eye of the traveler, amid the tall grass of the Humboldt bottoms.

COURT HOUSE ROCK, OR SOLITARY TOWER.

This magnif cent formation is situated upon the south

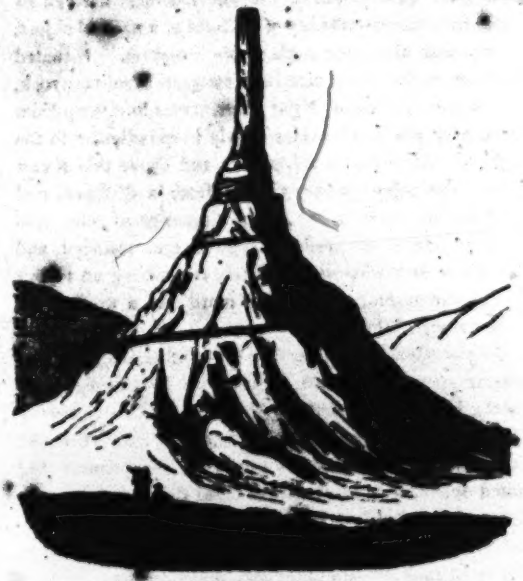
border of the Platte river, about two hundred and fifty miles west of Fort Kearny, and nearly eight miles to the south of the emigrant road, though it does not appear to be half that distance. It has doubtless derived its name from the peculiarity of its form as a natural object, its colossal size, and remarkable isolation. Situated miles apart from any mountain range, this solitary rock, at a distance of six or eight miles, seems to rise up from the grassy plain, with sides nearly perpendicular to the hight of nearly four hundred feet, and above this a vast dome: the whole when viewed from a distance, and from two or more points along the emigrant road, presents an outline so perfectly regular and rounded, and the whole formation so completely resembling an edifice of vast dimension, as to appear more like a work of art than nature.

As you approach nearer than three miles, irregularities appear upon its surface, which with its sloping abutments, in ridges around its base, not distinctly visible from the road, mar somewhat, upon a closer view, the beauty of the formation. But as a conspicuous and noted object, seen by the traveler, as he passes along the great plains, that here border the Platte river, the "Solitary Tower," as one of Nature's own, will ever stand in the front rank for grandeur and magnificence.

CHIMNEY ROCK.

Here is another of those remarkable natural forma-

tions that give to this country a strange and peculiar interest. It is situated three miles to the south of the emigrant road, and about twelve miles from Court House



CHIMNEY ROCK.

rock. Instead of being a granite column as many travellers have asserted, it appears a kind of earthy limestone or marl, or a species of soapstone, easily cut with a knife,

and is the same as that of Court House rock, Scott's Bluffs, and other formations in the vicinity; all of which are sufficiently soft to be worn by the action of the elements, into the many fantastic shapes they assume.

Approaching Chimney Rock, you gradually rise an immense mound, or roll of the grassy plain, of more than a hundred feet in height above the general level, to the foot of an irregular, circular pyramid of soft rock, covering six or eight acres, the sides of which have about the usual slope that steep, loose sand banks assume, and which rises to the hight of nearly one hundred and fifty feet.

The visitor can, with some labor, but with little or no danger, ascend this part of the structure upon the east side, to the top of the pyramid, and to the foot of the base that supports the upright column. This base is nearly square, about forty feet on either side, and twenty feet high. The top of this base can be reached upon one, the south side only, by rough and irregular steps, that have been cut into its nearly perpendicular sides.

We have now reached the foot of the shaft or column, and this is as high as ever man trod with safety. A few daring or fool-hardy adventurers however, have, by cutting foot and hand-holds in the soft rock, raised themselves a few feet, in order to inscribe their names the highest.

From this point, a perpendicular, rough shaft or column, nearly thirty feet square, rises upward one hundred feet, and holds its full size to the very top,

which appears nearly level, except that from the top downward, there is a fissure or crack, reaching nearly one-third of its length.

It resembles at a distance, a shot-tower, or one of those immense chimneys sometimes reared about factories, and can be seen a distance of fifty miles along the river.

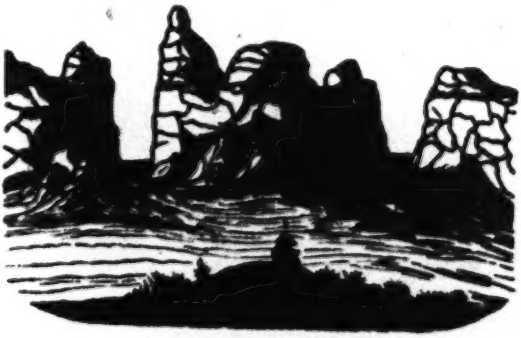
SCOTTS BLUFFS.

These bluffs are situated directly upon the south bank of the Platte, so near that the waters impinge against their nearly perpendicular sides, forcing the emigrant road away from the river, in and among the bluffs. Here is some of the most beautiful and picturesque scenery upon the whole route.

It consists of a widely extended grassy plain, along which, for more than twenty miles, courses a range of isolated or detached cliffs, of nearly equal hight; but of singular conformation. It appears as though portions of a once continuous rocky cliff or range, with perpendicular sides, had been cut away, and the detached portions entirely removed, down to a level with the grassy plain that now surrounds them.

And thus they stand, in their vast proportions, some round, others nearly square, and lifting their tops four or five hundred feet upward, and crowned with dome, and spire, and battlement, resembling a collection of ruins, of towns and castles of every conceivable form, and imparting to the landscape a scene of sublimity and magnificence worthy their Builder.

They derive their name—it is said—from the fact, that here a man by the name of Scott, met with death,



CONVENT ROCK—SCOTT'S BLUFFS.

under the following circumstances: A party of trappers had been detained in the Indian country too late in the season to insure their safe return, if attended by the least impediment, that one of their number by the name of Scott, having wounded himself by an accidental discharge of his gun, and in a manner that must prove fatal to him in a few days at furthest, insisted, and prevailed upon his companions to leave him—with a supply of provisions—to his fate, and save if possible, their own lives. His skeleton was found the next year, under a shelving portion of the bluff near the river, where they had left him.

Another version is, that of a party of hunters returning from the mountains, Scott became diseased from his own imprudence, and unable to proceed: was abandoned by his party, and probably soon after died; that his bones were found scattered about, doubtless by the wolves; but recognized by the blankets, hunting knife, and tobacco box found near by, and known to have been his. The engraving is a view of Convent Rock, a portion of the bluffs, three miles south of the emigrant road.

SINGULAR OPTICAL ILLUSION.

Often upon the more extended and level portions of the plains, does the optical illusion called Mirage, appear, to startle and excite the wonder of those, who never before were witnesses of the strange phenomena. Upon the broad alluviums of the Platte river, more than upon any other portion of the route, whenever the atmosphere possessed a peculiar hazy, refractive character, near the surface of the plain, did we get the most perfect exhibitions of these truly magical appearances.

Sometimes the surface of the plain a mile distant, would appear like a lake, with the surface of the waters deeply agitated, and rolling its waves towards us; but which on attempting to approach, receded at our every step, and which in hours of rapid traveling we could never reach.

At other times, a different effect was produced; that

of "looming," in which covered wagons, so far distant that only their tops were visible, would appear to be looming, or rising upward to double their proper hight, and sometimes immensely increased in size. But the most startling form of mirage that appeared to us, was where the object reflected, was entirely hid from view by a gentle curvature or roll in the surface of the plain; then the object, or rather its phantasm, would assume an inverted position; wagons appeared as if suspended in the air with their tops downward, and men and animals all hurrying onward, with their feet upwards.

It was upon a Sabbath morning in 1852 — the first time of our crossing the plains — we were resting for the day, upon the banks of the Platte river. The emigration of that year was immense; disease and sickness sported with the trains, and Death, all uninvited, was on many a day, and to many a company, an unwelcome guest. Westwardly, no living or moving object was visible.

For a short ride, we had just mounted a horse, that lifted us from the ground the proper hight, the best to observe the effects of the mirage; when to our almost unutterable surprise, we saw to the west, a funeral procession of nine persons, suspended in the air, and all inverted, as if moving on their heads. Immediately every animal at hand, and every wagon wheel, was occupied by our company to witness a burial in the air! Even the tops of the earth piles at the grave to which they were proceeding, could be seen, and as if hanging

therefrom, the handle of a single shovel, and all, every thing, of giant proportions.

Arriving at the grave, the body, wrapped in blankets, soon rose from the shoulders of the men slowly upward, disappearing in a misty, impenetrable haze, that obscured the feet and ankles of those who stood, or rather seemed to hang, around. At the movement of the shovel the earth seemed to start, and then dissolve in air; but before the grave could have been half filled, the illusion had nearly vanished; a moment longer, and only the green and waving grass of the plain was visible in that direction.

On the following day, nearly two miles from our camping ground, we came upon a company of just nine persons, occupying a depressed portion of the plain, and upon a slight elevation near by, they pointed us to the grave of their companion, the reality of the burial scene of yesterday.

CAÑON.

This word, pronounced canyon, was originally used by Mexicans and Spaniards, to denote a narrow gorge, or defile in a mountain, where the sides are walls of rock, nearly or quite perpendicular, and of great hight. In many localities these cañons extend for miles, and are so narrow and rough, from the fallen fragments of rock, that nearly block up the way, as to make them difficult of transit, even for pack animals. Others are

entirely occupied by a river or mountain torrent, and wholly impassable; Devil's Gate is of this description; whilst others are barely wide enough to admit the passage of a wagon, and perhaps occupied in part by a

MOUNTAIN RAVINE

stream of water, making it necessary to cross it, from side to side of the cañon, a great number of times, in the distance of a few miles.

Of this description are the cañon entrances to Great Salt Lake valley on the east. (See title page.)

A cañon differs from a ravine in this: that while the former can only be entered at the ends, on account of the walls of rock that rise on either hand, the ravine, though equally narrow at bottom, and with perhaps extremely steep banks, is nevertheless, to some extent, accessible from either side, at almost any point.

SAGE PLAINS AND SAND PILLARS.

Although for the greater part of the way, the traveler over the plains, courses along the banks of rivers, or at intervals crosses many a mountain stream, or finds fair camping in the vicinity of springs of pure cold water, surrounded by luxurious grasses, still there are many places where he is compelled to cross either directly over, or along the borders of sterile, dusty plains, that oftentimes, in one or more directions, seem boundless.

They are usually what are termed "Sage Plains," because on most of them, the only vegetation is a stinted growth of a species of *Artemisia*, or "wild sage"; but often for thousands of acres, you see little else than totally barren, dusty clay plains, or blowing sands. It is upon those sterile tracts that the phenomena of sand pillars is observed. They are but the effect produced

by whirlwind more or less violent, that raises the dust and sand into columns or pillars, moving swiftly in their circuits, but slowly along the plain, and often from three hundred to one thousand feet high. Their diameter being unequal for their entire length, gives them an infinite variety of forms.

Sometimes three or more are seen at a time, upon the same plain, a mile or more apart, and moving slowly on with the general direction of the wind. It is then easy to imagine them, the *genii* of the place, giant monsters stalking over the plains.

They seem to have no connection with clouds, for not a cloud is visible above the upper portion of the moving pillar. When passing directly over you, all the effect produced is that of a somewhat violent whirl of wind, dust and fine sand; but with nothing of the violence of the hurricane; they seem, however, always accompanied by more or less of electrical effect; a cutting, prickling sensation is felt upon the skin, with other effects, usually attendant upon electrical action, to which agency, they doubtless, to a great degree, owe their origin.

DIDN'T WET HER FEET.

We were at one of the crossings of the Sweet Water, near Independence Rock, and were about to encamp for the night, though only about 4 o'clock, P. M., when along came a kind of family passenger wagon, carrying little or no freight, and fitted up with seats. At this time,

however, all were on foot, or had crossed on the other wagons, except one young lady, from Ohio, as we afterwards learned. It was an ox team, the teamster on horse-back, and as frequently happens in crossing a deep and rapid stream, the cattle sway from the proper track, the wagon was soon in deep water, that ran into it, and rose higher and higher.

The young lady, occupying a back seat, to prevent wetting her feet, raised them upon the seat in front; but still the water would keep coming up, and just as it commenced running over the seat on which were her feet—the fore end of the wagon still descending—it occurred to her, that the *back* of the seat was yet a little

SHE DID'NT WET HER FEET.

higher than the seat itself, so she at once moved her feet there, and yet soon felt her troubles increasing, for the water would keep coming up, and did, till it ran four inches deep over the seat on which she was sitting.

Just at this unfortunate moment for her, we found it, with many others, impossible to suppress a hearty laugh at her truly picturesque position, and moistened condition; which being observed by her, she very triumphantly, if not indignantly, exclaimed, as the wagon rose from the water: "Laugh now, do laugh! I know I ha'nt wet my *feet!*"

SAND-STORM OF THE HUMBOLDT.

We had been eighty-one days upon the plains; we had reached the Humboldt river, and day after day had we been following its tortuous course, along its banks, or traversing almost interminable sage plains. We had encamped much earlier than usual, upon an exceedingly hot day; not a breath of air was stirring, and we were reposing as best we could, under the shade of tents and wagons. Our barometer was hanging in its usual place, upon the perpendicular tent pole. One of our men lying upon his back in the tent, with his eyes fixed upon the barometer, remarked: "From the first of my seeing the troublesome thing to the present, I have never before seen the mercury rise or fall; but within the last twenty minutes, it has fallen and risen and fallen again, more than half an inch."

We remarked, that if we were now at sea, it would be a very prudent matter to take in sail; but that where we then were, we should doubtless make a safe run, with all sails set, but that some kind of a storm was brewing for us. The sun was scorching hot; not a cloud visible, or a breath of air to be felt, and we were all oppressed with extreme lassitude, therefore stirred not, as we feared no storm; for should *rain* come upon us it would be but a god-send.

At this moment we heard the low rumbling of thunder, and presently a livid, bronze-like, rather than a black cloud, was seen rising over the summit of the Humboldt mountains, eight or ten miles distant to the southeast, and immediately thereafter, like a great arched dome of half red molten iron, had it spanned the entire eastern horison.

It appeared, what it proved to be, a terrific storm cloud. Occasional flashes of lightning were seen, but little thunder was heard. Soon, however, a heavy continuous roar became audible, and in less time than it has taken to relate its progress thus far, the cloud was nearly over our heads; the mountains completely hidden from our view, and a *roaring* storm of some kind was close upon us.

As hastily as possible we put our wagon and camp equippage in a position to receive it; our affrighted animals all rushed into camp, and immediately it struck us; a storm of wind and sand, from the great American desert; but without one drop of rain! The sand and

dust darkened the air, and penetrated every crevice of our tent and wagon, where air could find its way. For a half hour a sharp prickling sensation was felt upon the back of the hands and face, accompanied by a sensation as though spider webs were drawn closely over them. This we attributed to electrical agency, perhaps properly, for during the storm the magnetic needle cut up all manner of antics, and ranged to all parts of the compass, as well as north and south. And this was our first great sand storm.

A FAMILY SLIDE.

All have heard of, and many have seen, land-slides; and they generally occur from the breaking out of a body of water upon a hillside or mountain; but the family slide occurred from just the opposite cause, a very deep, dry dust, upon a similar locality, a hillside.

All who have crossed the plains, remember well the Goose Creek mountains. It was on passing down these mountains that the slide occurred. The road lay along the bed of a dry ravine, a part of the way over very large loose stones, and a part where there was but little else than deep, dry dust, more closely resembling light, dry ashes than sand; with now and then a few rods together, so steep, as to require all hands to hold back, by a rope fastened to the axle. It was at just one of these places that a lady, and the mother of a family, having as a matter of convenience upon the plains, adopted the

Bloomer costume in full, made as perfect a display of its utility, under a pressing emergency, as was perhaps ever witnessed.

Upon the plains, it is usually "every man for himself," to a very great extent, and the same of companies or families, every family for itself; and so it was in this instance. The husband managing the oxen and holding on to the yoke, whilst Mrs. Bloomer, with three young bloomerettes, had hold of the rope behind, the mother nearest to the wagon. Cattle and all were doing their best, but the hill was very steep, when a sudden jerk upon the rope, caused bloomerette No. 1, at the upper end to slip, and sliding, took the heels of No. 2, from under her, and so of No. 3, and then came the old lady's turn, for they were all in a pile upon her heels. But by this time, the smaller ones had all become so imbedded in the deep dust-drift, before and around them, as to check their further progress; but not so with the old lady, for though down, she still clung to the rope, when another sudden jerk, sent her between the wheels, where she plowed a deep, double furrow the whole length of the wagon, and brought up with her feet against the forward axle.

By this time the little bloomers had all crawled out from the dust heap, and probably for the first time since the creation, were here seen, three children laughing as if their sides would burst, at seeing their mother laid in the dust. After a loud "whoa"! had brought the cattle and wagon to a stand-still, and the dust had in a measure

BLOOMER COSTUME PUT TO A SEVERE TEST.

subsided, the lady emerged from under the wagon, and opening her eyes—the only two clean spots about her face—and seeing more than a score of men, women and children, enjoying a hearty laugh at her expense, at length exclaimed, "Well, laugh if you're a mine to, who cares? I know one thing, if it had'nt been for the full dress bloomer, I might have been badly hurt!" To which her anxious husband responded, "Now Sally Anne, aint you hurt? and if you are, *where?*"

SINK OF THE HUMBOLDT.

To one who has never made the passage of the plains,

or visited the many lakes and rivers to the east of the Sierra Nevada mountains, it may not be uninteresting to know something of the geological formation of a country, that instead of furnishing its quota of waters for the formation of navigable streams, actually drinks up the contents of rivers. All have heard of the "Sink of the Humboldt," and yet but few who have never seen it, have a clear conception of what it really is.

In order to be well understood, we will briefly state that for four hundred miles, the Humboldt river courses in a general direction southwest, between two ridges of mountains, from five to twenty miles apart, the interval between, one almost uninterrupted sage plain or barren sand, except along the very narrow valley of bottom land immediately bordering the river. It is for the greater part of the way extremely serpentine in its course, but kept in a well defined channel, till reaching the Big Meadows, twenty miles above the sink.

Here the water, no longer a river, is spread out over thousands of acres, converting the otherwise barren plain, into a meadow of unsurpassed fertility. With a width of not less than three miles, it continues down the valley for fifteen miles; the middle portion being the lowest, produces tall rank grass, unfit for animals; but upon either border, the grass in many places is fine and sweet. There is also upon portions of this marsh, a kind of wild sugar cane, that animals are very fond of. The Indians also make from it a very fair article of sirup.

At the end of fifteen miles, the marsh assumes the appearance of a lake covered here and there with grass, or patches of tall grass growing out of water; and here commences the lake or sink of the Humboldt, it being but an extension of the marsh into lower ground, until vegetation ceases to grow, and it becomes a shallow lake, surrounded by coarse grass and rushes, except about three miles at the lower or south end. Here the sand plains on both sides and end, slope down to the water's edge, the moisture from the lake however, giving fertility to three or four rods in width of a fine salt grass, the water of the lake when the Humboldt river is low, being quite salt. It is about eight or ten miles in length and three in width. A few ducks and wild geese are usually seen upon its waters, and they rear their young upon its marshy borders.

At the south end of the lake, there flows outwardly from it, a stream of water two or three feet in depth and about forty in width, that after coursing a few miles among barren sand ridges, is lost by spreading itself over the level sands of the desert. By many, this stream losing itself in the sands, is called the sink, but as it only flows during seasons of high water, and as there is always a constant and large supply from the Humboldt river at all seasons, the lake can with propriety be, as it generally is, called the sink of the Humboldt.

THE FRAIL MONUMENT.

The emigration to California, overland, in 1852, was very great, and attended with much of sickness and death. Hardly a company that was not decimated, and many doubly so. Newly made graves, that during the first ten days upon the plains, possessed at least a passing, melancholy interest, sufficient at least to turn the steps of the passer-by, if only just to learn the name of the occupant, from the rudely cut record upon the head-board—*if* such board they had—at length became so numerous as hardly to attract a passing notice, unless in the immediate vicinity of our camping grounds.

We had encamped upon the banks of a clear little streamlet, surrounded by a world of green grass. We were all joyous and happy; our animals as yet in excellent condition, our company all in good health, and we had not been long enough upon the plains to know or feel fatigue; our tents were pitched, horses quetly grazing, and mirth and gaiety resounded throughout the camp.

More than one of us had observed a little strip of board, no wider than a man's hand, standing upright amid the green grass but a few rods from our wagons. One of our company thinking that it would make good kindlings for our camp-fire, went out to get it; but returned without it, saying nothing. Another went, and he too returned without it, and yet another, and as they returned seemed less joyous than before. Our curiosity

was excited, and we too, with a lady companion, went out to see it, and to discover, if possible, the reason of its apparent sacredness. On nearing it, we found ourselves approaching a lone, little grave! The putty mound of earth was fresh, and the green grass around it, had hardly recovered from its recent trampling, and newly cut as with a penknife, upon the little monument, were these words:

OUR ONLY
CHILD;
LITTLE MARY,
FOUR YEARS OLD.

But we had no way of ascertaining whose "Little Mary" it was.

As the sun was yet up an hour or more, it was proposed that we move on a few miles to other camping ground; and without a question being asked, or reason given, it was unanimously approved, and carried into effect; but the true and only reason was, the nearness to our camping ground, of that lone, little grave, and its frail monument.

A STAMPEDE.

This is a term applied to a herd of animals, that being suddenly seized, as by a frenzy, rush from all human control, and at a speed only limited by their utmost powers of action, and in any direction they may happen

to take, as though moved by no other impulse than terror, and without even instinct as a guide.

Horses, mules and oxen, are all liable to stampede, and more during the first half of the journey, than afterward, and more likely by night, than by day. It is doubtless always the result of a sudden fright, and often from the most trivial cause, and without waiting to see what frightens them, away they go with the speed of the wind.

It will be admitted by every observant traveler upon the plains, that emigrants feel a sensation never felt before, when first they leave the safety and certainties of a civilized country, and strike out into a wild and to some extent, unsafe one. A feeling of anxiety and uncertainty, as to what may next be seen, or the next hour may bring with it, or the extent of danger to be incurred, seems to pervade all; whilst the *fear* of it takes a stronger hold upon domestic animals than man, and without reason to guide them, act from mere impulse. And certainly, if animals ever did or can act, as though the devil was in, or after them, it is when they are on a stampede.

We have witnessed more than one, and well remember that whether of horses or oxen, or more particularly if of both together, that a striking feature of the scene, as the animals rapidly receded from view, was a strange, indistinct, phantom-like appearance of heads and horns, ears, tails, legs, hoofs and iron shoes mixed, and that barring the terrors incident to the possible loss of every

animal you possess, no one can witness such a scene, without feeling an irresistible desire to laugh, particularly when knowing that the sole cause of their fright, was the accidental flight of a prairie hen, in the evening twilight, against one of the wagon covers.

But to take you "clean off your feet," you want to see eight yoke of oxen, all hitched to one wagon, and wagon and all on a stampede together. We might have given a written description; but concluded to illustrate it by an engraving.

WAGON AND WHISKY BARREL ON A "BENDER."

It is therefore, of the greatest importance that you look well to your animals and their fastenings, particularly at night when picketed out. The sudden appearance of a wolf, or even a lesser animal among them by

night, being sufficient oftentimes, to cause a stampede. It is also a favorite mode adopted by the Indians, to steal your stock, by first causing them to stampede; for they will often run a distance of five or six miles before stopping, and being scattered, are then more easily gathered up by the Indians, than by their rightful owners.

BUFFALO CHIPS.

There are portions of the overland route, particularly along the broad alluvials of the Platte river, on which there is not a tree or bush, not even the smallest willow to be found.

Here the traveler finds an excellent substitute for

GATHERING BUFFALO CHIPS.

wood, for the purposes of fuel, in the dried excrement of the buffalo, which is found in most places where required, in great abundance. The term "chips" has

been adopted doubtless, as being more euphonious than the one often used. When dry, it ignites easily, burns freely, and has no offensive odor, either before, or on being burned.

Just previous to going into camp, all hands, except the teamsters, are employed in collecting a sufficient quantity for camp use; in doing which, sacks and aprons are brought into full play.

The term, "buffalo chips" has recently been applied to a variety of chewing tobacco; but whether on account of its resemblance to its prototype, in taste or mode of manufacture, we hardly know; we don't use it.

GREENHORN'S CUT-OFF.

Along the route, there are very many places where trains of animals and wagons can be seen for long distances; and as they mark the line of the road for miles in advance, it often appears as though it made a great curve from a direct line, and in many places it does; but you can rest assured it is always for some good reason. And yet, there are many who are ever ready to attempt what they are sure must prove to be, a decided CUT-OFF.

Here is Mr. Greenhorn and two others, who knew they could make a cut-off, that would save them a mile or more; but already it appears, that though two of the party may be said to be *on* a cut-off, the third is decidedly "*into it.*"

It is true there are many places where the footman or even pack animals, may make a decided cut-off, sav-

THEY TAKE A CUT OFF.

ing something of distance. But too often, there is found some serious obstacle to be encountered, either in the shape of an exceedingly steep ravine, a bad slough or something that has turned the main traveled road around it. So that, as a general rule, it is safer to keep pretty near, or always in sight of the wagons.

A DAY ON THE PLAINS.

Not until four or five days out, do the inexperienced become anything like well acquainted with the duties of the camp, or the regular routine of a day upon the plains. There is so much of novelty to the uninitiated, so much that seems to require a change of programme in every day's proceedings, that until emigrants have been out from ten to twelve days, can they be said to have fairly established the order of the day.

But in following for hundreds of miles the Platte river, with one continued round of monotony from day to day, something like order generally arises from previous chaos.

Our company's teams were all horses and mules, and as it was deemed advisable to guard the animals at night, the following, with but the little change that circumstances—as the want of food or water for our animals at a proper time—made necessary, was the order observed. As near five o'clock in the afternoon as we could find good camping, we turned from the main traveled track, generally towards springs, creek

or river. The wagons were there arranged — if the ground would admit of it — in a large circle or corral, large enough to contain all the animals, when picketed. The animals were then unharnessed, watered, and turned loose to feed and range at will, with a lariat at full length attached to each. Fires were then kindled, supper prepared, and discussed with a relish that none but the overland traveler knows.

Tents were then pitched between the wagons, that helped to make the circle more complete; shooting at a mark, taking "notes by the way," frolic and singing occupying the time till sunset. Before quite dark, the animals were brought up, picketed within the inclosure of tents and wagons, a guard of two men set to watch

ALL ASLEEP BUT THE GUARD.

Having no Guide Book, it was near midnight before they reached good camping ground.

outside of the camp — who were relieved by two others at midnight — and all others retired to rest and sleep, in wagons and tents.

At three o'clock in the morning, it being then day light upon the plains, a man from each wagon was called up, who assisted the guard in removing the animals to better feed, outside the corral, where they remained till brought up at half past five. At four, or half past, all hands were up, breakfast prepared and dispatched, tents struck, animals brought in and harnessed, and all on the move precisely at six.

We then usually drove till eleven, stopped two hours if grass and water were readily found; but if not, drove on till we did find them; then after stopping for an hour or two, rolled on again till five, which brings us through the twenty-four hours.

And now that we have everything in readiness, our animals all in good condition, and the first of May being near at hand, to-morrow we will start out upon the plains.

THE

NATIONAL WAGON ROAD GUIDE.

☞ For description of route from Council Bluffs along the north bank of the Platte river, see page 82.

As the roads on the north and south banks of the Platte river are about equally traveled, we make St. Joseph and Council Bluffs, our starting points; they being places of very general rendezvous for overland emigrants, from the more northern of the Western States, who reach the Missouri river with their teams by land, as well as to great numbers from the more Eastern States, who obtain their outfit on the frontier, reaching those places by steamer or other conveyance.

There are many other places along the Missouri river, equally as good for obtaining an outfit. They are Independence, Westport, Leavenworth and others; but as we never traveled the roads from those points to their junction with the St. Joseph road, we shall not attempt to describe them.

The numerous settlements now springing into existence, west of the Missouri river, are rapidly changing the face of the country from an uncultivated to a cultivated one, along the line of the emigrant route. These settlements make more agreeable the passage of the emigrant for a considerable distance west of the Missouri, whilst in many places they materially change the route

for short distances; still, we thought best to give the entire route, starting from the Missouri river.

When the emigrant shall have passed beyond the settlements, he will find the route correctly given, and then this book, invaluable as a guide.

Having no Guide Book, some AHEAD to look up good camping ground.

Coming suddenly and unexpectedly upon a small creek, selects rather a *worst place*, whilst his horse returns to meet the train.

☞ The chief requisites of a good camping-ground, are water, grass and wood.

From St. Joseph Ferry, west bank of the Missouri river, the road passes over a heavily timbered alluvium or bottom, in wet seasons, miry and bad to cross with wagons heavily laden.

MILES.

TO BREAKDOWN CREEK,..... 6

Passing this creek, you soon gain the summit of the highest of a succession of long heavy hills. Here in a westerly direction, a vast expanse of undulating, or "rolling" country is presented to the view, almost without a tree, and bounded only by the horizon, for you have now entered upon the plains. You will cross a number of small creeks, in deep channels, before reaching

WOLF CREEK,..... 19¾

Good camping; timber abundant. Grass good, if not too early in the season.

OLD MISSION HOUSE,..... 4

A beautiful open, rolling country; but almost destitute of timber, except along the borders of the streams.

CAT CREEK,..... 4

LITTLE CREEK,..... 13¾

A delightful country, with here and there small isolated groves of timber.

HORSE-SHOE CREEK,..... 8½

CORK CREEK,..... 14½

BIG NEMAHA,..... 18

Excellent camping. You are now 88 miles from St. Joseph, and with one of the most beautiful countries in the world, before you.

LITTLE NEMAHA,..... 14

Good camping.

BLIND CREEK,..... 2

ELM CREEK,..... 8¾

But little timber here near the road.

VERMILION CREEK,..... 6¼

Rapid, with a rough bottom; but not bad to cross. There are some cat-fish in this stream.

SPRING CREEK,..... 13

Some timber here.

BIG BLUE RIVER,..... 3

Five rods wide, swift current, some fish here; a variety of timber and good grass. You will pass the junction of the Independence with the St. Joseph road, before reaching

COTTONWOOD CREEK,..... 13¾

First rate camping here.

LITTLE SANDY,..... 22¾

Long heavy hills between this and the Little Blue; roughest country yet seen.

BIG SANDY,..... 14

From three to five miles before reaching Big Sandy, you will see at some distance to the left of the road, a belt of timber; this is on a branch of the Big Sandy, and being a little off from the road, affords excellent camping.

BASKET CREEK,..... 9

Uneven, hilly country to

LITTLE BLUE RIVER,..... 5

Sixty feet wide, from three to five feet deep, contains many fish, and is skirted with a narrow belt of timber on both banks. Its waters are turbid like the Missouri; but to most persons wholesome; it can be easily rendered clear, by boiling for a few moments and stirring in a very small quantity of corn meal, and allowing it to cool and settle. You do not cross this stream, but pass up its north bank. You should look well to your camping places between this and the Platte river; for though there is much good camping ground all along the Little Blue, and a most delightful country, the cam-

ping is very poor after leaving the river for the last time till you get a considerable distance above Fort Kearny on the Platte.

RIVER BANK CAMP.. ..... 6¾

Road leaves the river here, and you pass over a prairie and along the flats, finding no good place to camp till you reach

RIVER AGAIN,.....21¾

First rate camping here; but look to your distances ahead, and if possible make the next point named, a camping place, and let the next after that, be the sixteen mile creek, if early in the season, for between there and Fort Kearny, nearly thirty-one miles, there is neither wood nor water, except possibly a little surface water.

SIX MILE CAMP,..... 6

A beautiful country, and yet without a tree or bush in any direction, except along the river. Here carefully note that ten miles further on, you leave the river for the last time, and at a point not first rate for obtaining wood. The road too, leaves the river so gradually that you may be deceived; had better therefore, take on the first dry wood you can get, and as much as you can conveniently carry.

LAST OF THE LITTLE BLUE,..... 9¾

You are now to traverse an elevated prairie country towards the Platte river, nearly destitute of wood and water. You had better take as much dry wood as you can well carry; or you certainly will be without any for three or four days. Many prefer boiling up a lot of beans, ham, etc., sufficient to last them for three days, using wood only for making tea and coffee.

SIXTEEN MILE CREEK,.....16

You will probably find sufficient water here, if early in the season, making it a fair camping ground, with the exception of wood, there being little or none. Better

take along some water from here; none but poor, surface water, between this and Fort Kearny, if any at all.

SAND BLUFFS, ... .15¼

No wood nor water here. You now cross the bottom lands of the Platte, on a northerly course, direct for the river; or in a northwesterly direction, to

FORT KEARNY,.....15

Whole distance from St. Joseph Ferry, two hundred and eighty-eight miles. No wood here for the emigrant; the necessities of the garrison having consumed everything like timber obtainable in the vicinity, excepting what grows upon the islands in the Platte river. The Platte is a shallow stream, from three-fourths of a mile to a mile in width, yet fordable in many places. It has a very regular fall of about six feet to the mile, giving it a rapid current; it is bordered by broad alluviums on both sides, in many places from two to five miles in width. Its waters, like the Missouri and Little Blue rivers, are always turbid; there are many timbered islands in the river, but no wood on its southern bank, except a little drift-wood after the spring flood. Emigrants, two days from Fort Kearny westwardly, will find a substitute for wood for the purposes of fuel, in dried "buffalo chips," and they answer well, being entirely free from any offensive ordor either before, or on being burned, and burn freely. You now follow the Platte bottoms, sometimes near, at others, distant from the river; but the river almost any time can be reached for camping purposes without going very far off your course. From Fort Kearny, however, the road proper does not strike the river till reaching

PLATTE RIVER BANKS, ... 19¾

Beautiful exhibitions of mirage are often seen along the broad bottoms of the Platte. (For description see page 48.)

GRASS CREEK,.....16

A small stream in early summer, sometimes a little miry and bad to cross. It is useless to name camping places along the south bank of the Platte, between this and the South Fork; because you would not, or need not be governed by them if we did; but turn from the main road to the bank of the river, whenever you wish to camp. It is always well to send a man ahead to look out a good place, before the wagons come up. About fifty-five or sixty miles ahead, you will cross several small streams, if the season be not too dry; but they afford no very good camping ground. You now follow the south bank of the Platte, to

SOUTH FORK OF PLATTE RIVER,.....35

There are three fords across this fork, all bad, if the river be high, and all good, if low. We prefer the first or lower ford, on account of the road beyond following the bank of the North Fork, where good camping can always be found; whilst the road westwardly from the middle and upper fords have not this advantage. Therefore, with men on horse-back to lead the way, cross at the lower ford, and bear to the right, strike and follow the North Platte for

TWENTY-FIVE MILES,.....25

Here the road leaves the river.

CEDAR BLUFFS,.....10

The road now alternates between bluffs and bottom land; to river again, and on to

LITTLE ASH CREEK.....26

No camping here; but pass on to and through Ash Hollow, to

PLATTE RIVER AGAIN.....4

Some timber in Ash Hollow, a little grass and two or three good springs of water; but hardly enough for an-

imals. No more wood for many miles. The road ahead crossed by many heavy sand ridges.

ELM NO ELM CREEK. ... .25

Fair camping for an almost barren country. Now on rising the bluffs the road improves. If not yet, you soon will get a sight of Chimney Rock, about fifty miles ahead.

CLEAR CREEK.....16½

No wood here, and but little water.

TIN CAN CREEK..... 1

Very little water.

DRIFT-WOOD CREEK..... 10

But with very little drift-wood or water here. Fine road now to opposite

COURT HOUSE ROCK, OR SOLITARY TOWER.. 6

This singular rock is eight miles south of the road. (For description see page 42.) To opposite

CHIMNEY ROCK..... 13

This rock is three miles from the road. (For description see page 43.) Fair camping on the river.

SCOTT'S BLUFFS.....19½

These Bluffs do not appear to be so far ahead; but you will find they are. (For account of, see page 46.) Good camping along the river before reaching the Bluffs; but you cannot pass between them and the river, so keep the road, and after passing the steepest ravine you have yet encountered, and the narrowest gorge, pass down to a trading post, where there is good spring water, and on to

HORSE CREEK.....13

Fair camping here.

CLEAR CREEK..... 13

You now have a good road alternating with bluff, hill, valley and bottom land, with fair camping along the river to

TRADING POST, ...20

This is an old and celebrated Indian trading post, belonging to the "American Fur Company."

LARAMIE RIVER,..... 8

This is the second fork of the Platte; by crossing the bridge, or fording and following up its north and west bank, brings you to

FORT LARAMIE,..... 1

You are now 618 miles from St. Joseph; and 280 miles from Fort Kearny, and you can either turn to page 89, and go right on with your journeyings, or recruit here for about 20 days, while we go back to Council Bluffs, and guide our friends from that point, along the north bank of the Platte, to this place, and then we will all go on together.

THE

NATIONAL WAGON ROAD GUIDE.

Platte River road north side, from Council Bluff, on the Missouri River, to its junction with river road south side, at Fort Laramie.

☞ The chief requisites of a good camping-ground, are Water, Grass and Wood.

From Council Bluffs Ferry, west bank of Missouri River, to

MILES.

PAPELLION CREEK..... 8

PAPPEA CREEK.....10

Good camping, road hilly and crooked to

ELK HORN RIVER..... 9

You ferry this river; or by turning to the right as you descend into the valley, and going one mile and a half up stream, will find a very good ford. Good camping along this river.

BRIDGE CREEK..... 8

But little timber; not to be relied upon for camping.

LATTE RIVER.....11

Good camping. For the greater part of the way, the

road now lies along the Platte river, generally near enough to be resorted to for water or camping ground.

NARROW LAKE..... 3½

Abundance of grass, no wood.

ROUND LAKE..... ½

Very little timber in 1857.

PLATTE RIVER AGAIN..... 9

Abundance of timber on the islands in the river.

INDIAN MOUND..... 7½

This mound is a short distance north of the road.

SHELL CREEK BRIDGE..... 2½

Good camping. A little below the bridge is a ford. No more water for twelve miles, unless in early spring it be found in

LITTLE LAKE..... 5½

No water here in summer.

PLATTE RIVER..... 6

There are numerous small lakes, of good water in the spring of the year, along the north bank of the Platte.

LONG LAKE..... 1

But little timber; otherwise a very good camping place; road sandy.

TIMBER LAKE..... 6

An excellent place to camp.

LOUP FORK..... 6

Here the road forks; the one to the right leads up the north side of the river to the Ford; the left leads to the Ferry; and to the junction with the north road again is four or five miles the shortest. We will describe both to their junction, and first the south road: The river here is deep, full of bars and quicksands, and must be ferried. Abundance of timber on the west bank. The road from the ferry lies along the river, and is in many places marshy and bad.

FOUR MILE BEND..... 4
Road now leaves the river, is quite level and good.
RIVER AGAIN 10
Excellent camping-ground; road leaves the river, but
JOINS IT AGAIN..... 12
This, if possible, should be made a camping place, as the road now leaves the river and passes over heavy sand ridges and rolling plains, and most of the way destitute of water to junction of
NORTH AND SOUTH ROADS..... 24
(See next page.)
We now go back and take the north road. From the forks to
WOOD LAKE..... ..... 8¾
Excellent camping.
LOOKING GLASS CREEK..... ... 1
This creek has been bridged.
LONG LAKE..... 3
Good grass, with a little wood on the south shore.
BEAVER RIVER..... .... 6¾
Wood and grass abundant.
PLUM CREEK..... 6¾
A small stream; near by is the old Pawnee Indian station.
ASH CREEK..... . ..... 2¾
Not good camping.
LOUP FORK, LOWER FORD... ..... 1¾
This is not the best ford, so we will pass on to the upper one.
OLD PAWNEE VILLAGE..... ¾
Destroyed by the Sioux Indians in 1846.
CEDAR CREEK..... ..... 1¾
Very fair camping-ground.
SECOND PAWNEE VILLAGE.....10¾

Another of the Pawnee villages, nearly destroyed by the Sioux in 1848, and since deserted.

LITTLE CREEK..... ½

This is after you descend the bluffs into Bush Ravine. In about four miles you turn into the timber to

UPPER FORD OF LOUP FORK..... 6½

Great care is necessary in fording this stream, the bottom is a quicksand and constantly changing in depth. Horsemen should always precede the wagons, and find the best route.

JUNCTION OF NORTH AND SOUTH ROADS.... 8½

On ascending the bluffs, near the junction, you will find a heavy sandy road, which continues one-third of the way in

PRAIRIE CREEK..... 18

Steep banks, muddy, bad crossing; no wood, but grass plenty. Passing two or three small creeks or channels of creeks, over a good road, and getting a view of Platte river, two miles distant, reach

WOOD CREEK..... 11

Good camping. The road proper does not again strike the Platte short of thirty-five miles; but as it runs near the river most of the way, it can easily be reached, if necessary for camping.

PLATTE RIVER..... 35

Good grass; but little wood.

DRY CREEK..... 3½

No wood; grass abundant.

SLOUGH CREEK..... 1½

ANOTHER DRY CREEK..... 4

Nearly opposite this is the head of Grand Island in the Platte.

ELM CREEK..... 3

Wood and grass abundant. Now, road runs near the river, till it

LEAVES THE RIVER..... 6
Good camping here.
BUFFALO CREEK..... 7¼
You follow up this creek to the
CROSSING OR FORD..... 3¼
Road approaches the
RIVER AGAIN..... 7
Good camping.
RIVER AGAIN..... 6
Here you will find timber on an island.
WILLOW LAKE..... 8
Good water and grass; no wood.
PTAH LAKE..... 8
Long and crooked.
DRY CREEK..... 3
The road runs near the river again in about
FOURTEEN MILES.....14
It now passes among sand bluffs; then near the foot of the bluffs, and on to
SKUNK CREEK 12¼
This is a fine stream; good grass, but no wood.
SKUNK CREEK FORD..... 5¼
You now pass a marshy lake, and on to
ANOTHER LAKE..... 2¼
No timber here.
COLD SPRING..... 4
This is at the head of a swamp. You now pass a number of sand bluffs to
CARRION CREEK..... 5
No wood; grass abundant.
PLATTE RIVER AGAIN..... 4
Good camping; wood and grass.
LAST TIMBER..... 4
You now pass over a country barren of all growing timber. Your fuel must consist mainly of buffalo chips.

A little drift wood is sometimes picked up along the river.

WIDE CREEK..... 2¾

High steep banks, shallow and little water

BLACK MUD CREEK..... 3¾

Grass and water good.

PLATTE RIVER..... 2

Road now leaves the river.

SMALL CREEK..... 3¾

High banks; but little water: grass good.

NORTH BLUFF FORK..... 3¾

Low banks, quicksand bottom, rapid current; but not bad to cross; little grass. In less than two miles, reach the sand bluffs; here the road is very crooked for four miles, then descends to low lands, where the grass is good; about four miles further to sand bluffs again, and one mile and a half further, reach

LITTLE BLUFF CREEK..... 12

Poor camping. Six miles to sand bluffs, sand deep and heavy. After passing a small creek among the bluffs, the road is good to the low lands again.

BLUFF SPRING..... 8¾

Good camping.

PETIT CREEK..... 1

Good camping.

PICANINNI CREEK..... 1¾

Cold spring water here; excellent camping.

GOOSE CREEK..... 1

Here the road leads over a low sand bluff, to

SPRING CREEK..... 1

The springs are at the foot of the bluff.

SMALL CREEK..... ¾

Good camping; in half a mile pass another small creek, to

RATTLESNAKE CREEK..... 6

Good camping.

SMALL CREEK..... 6¼

ANOTHER..... 1¾

CROOKED CREEK..... ¾

CAMP CREEKS..... 4

Here are two creeks, only a few rods apart; water and grass good.

WOLF CREEK..... 3½

A little beyond this is a steep sand bluff. Poor camping.

WATCH CREEK..... 4

Road now runs near the river.

LONE TREE..... 4

Lone tree stands about sixty rods south of the road.

CASTLE CREEK..... 5½

Quicksand bottom; good camping.

SAND HILL CREEK..... 5

You cannot depend upon any more water for about eighteen miles. If the winter and spring have been rainy, some of the small channels you cross may have a little water in them.

CRAB CREEK..... 18¾

Fair camping. One mile from this is

CRAB LAKE..... 1

A very good place to camp. You now pass over a number of sharp steep hills, to

RIVER AGAIN..... 7¾

Good camping; and now a sandy road for many miles.

BLUFF RUINS..... 1¼

These lie north of the road, and are easily fancied to resemble the ruins of ancient castles.

RIVER AGAIN..... 10¼

Good camping. On the south side of the river nearly opposite this, can be seen Court House Rock or Solitary Tower. For description, see page 42. Road now runs near the river.

OPPOSITE CHIMNEY ROCK.....22
This singular rock is on the south side of the river. See page 43.
OPPOSITE SCOTT'S BLUFFS.....16¾
These are also on the south side of the Platte, and present a magnificent appearance. See page 46.
SPRING CREEK..... 4
Good water; good camping. Some trout in this stream.
Once more
NEAR THE RIVER.....12
Good camping. The mountain seen to the west, is Laramie Peak; the highest among the Black Hills.
COTTONWOOD TIMBER.....12¾
Road sandy and heavy.
RAW HIDE CREEK..... 5¾
Sometimes nearly dry.
TO PLATTE RIVER..... ...12
This is near the confluence of the Laramie and Platte rivers. Here you cross the Platte to
FORT LARAMIE..... 1
Whole distance from Council Bluffs to Fort Laramie, 520 miles.

From Fort Laramie there are two roads leading westwardly; but the right hand road is the best, as it follows along the bank, or in the vicinity of the North Platte, and generally with water and grass abundant, and is the one we take. The other road leads through the rougher portion of the Black Hills. These hills are so named because in many places their summits and sides are blackened by a thick growth of dark evergreens.
From Fort Laramie to
SULPHUR SPRINGS.....15

A large spring to the right of the road; water clear and wholesome, but warm. No camping here, so make your calculation to push on to

BITTER COTTON WOOD CREEK..... 7½

Good water, and grass on west bank of the creek, and on the east side also, half a mile down the stream, among the timber.

SPRING CREEK..... 3

Timber abundant. Some grass.

DEAD TIMBER CREEK..... 4

Excellent camping place. You will now pass one or two small creeks, that if not dry, afford very good camping, or pass on to

RED ROCK SPRINGS..... 10

The springs lie off the road, down the slope to the right. Here is a high rocky ridge on your left.

HORSE SHOE CREEK..... 4

On this creek are most delightful camping grounds; wood, water and excellent grass in great abundance. A good place to stop and recruit; and as many do it for a long distance up the creek, there are two roads, from different points here, leading towards the Platte river. We describe the best, we believe. Cross the creek and turn to the right.

PLATTE RIVER 7½

RIVER AGAIN..... 6

Now along the river, then among the Bluffs, and along a high dividing ridge for five or six miles. Here a road from among the Black Hills comes in on your left. You pass on to

LABONTE RIVER..... 16

Good camping; grass and wood abundant.

LITTLE LABONTE..... 8

This is sometimes dry.

RED EARTH CREEK..... 3
Fair camping.
CAT CREEK..... 6¼
RIVER A LA PRELE..... 7
Good camping.
BOX ELDER CREEK..... 5¼
Clear cold water, but little timber or grass.
LITTLE DEER CREEK..... 3
Good camping. Everything plentiful.
PLATTE RIVER..... 4
But little grass or wood.
DEER CREEK..... 5
Excellent place to stop and recruit. For many miles up stream there are fine meadows of excellent grass, abundance of timber, and the creek alive with trout. There is a coal bed in the hills on the east bank of the creek, a short distance above the road. Don't cross the Platte here, but pass up to a point
NEAR THE RIVER..... 9
Here is a small grove of timber, and very fair camping. You will now cross a number of small creeks from one to three miles apart, with some good grass, but very little timber, to
UPPER PLATTE FORD OR FERRY.....13
The Platte is here over three hundred yards wide, extremely rapid, and bad to ford. Loose stock can be driven in and across; but teams and wagons should always be ferried, as there is a good ferry established here. Leaving the Platte, you see no more of it; and winding around and up Rattlesnake Hill, pass off in a southwesterly direction over a country barren of every vegetable product but the "wild sage," a species of Artemisia, that no animal will eat, or but very little of; and yet in some of the deeper valleys, in the vicinity of creeks and springs, some good grass is found. The

dead and dry stalks of the wild sage will now be your fuel. Your next grand point to make is the Sweet Water river, and it should be reached in just two days drive from the Platte; distance, 80 miles. You must now look out for alkali and poisonous waters. No really good water for twenty-six miles. The ascent of Rattlesnake Hill is easy, though a little sandy for seven miles; the ascent of the hill for three miles rough and crooked, to

LITTLE ALKALI CREEK..... 10

This at some seasons is not very bad water; but should be avoided, if possible; it is not considered poisonous, except in its alkaline properties.

SPRINGS AND ALKALI LAKE..... 28

Though apparently clear and pure, keep your stock from this water, for when disturbed by the feet of cattle, turns black and is poisonous. You will pass a number of alkali lagoons, if not dried up; look out for your loose stock.

ROCK AVENUE..... 7

There is no mistaking this point.

ALKALI SWAMP. 2

Make no stop here, water all poison. Look to your distances, and make camp as far ahead as you think you can well drive, for the last half of to-morrow's journey will be a hard one, if you reach the Sweet Water.

SPRING CREEK..... 4

Water good, but not much grass.

SULPHUR SPRING..... 18

Water good. Some bunch-grass here.

WILLOW SPRINGS..... 3

These are found along the road for some distance, and form a little creek in places, which is rather miry; but grass is abundant, and a very fair place to camp. You

now cross Prospect Hill, from which you get an extended and beautiful view.

SAGE CREEK..... 4

This creek is fifty rods to the left of the road. Good camping here.

DRY CREEK..... 3

At times but little water. Good grass.

GREASEWOOD CREEK..... 2

But little grass; abundance of good water. From this to the Sweet Water, most of your way will be through a deep, heavy sand.

ALKALI SPRINGS AND LAGOONS..... 6

There are several of these, keep your stock from them. As you approach the Sweet Water, you will see upon the plain around you large isolated masses of rock. The most noted of these, for its shape and position, being directly upon the road and bank of the river, is

INDEPENDENCE ROCK..... 4

INDEPENDENCE ROCK.

This rock derives its name from the fact that some of the earlier emigrants of this route reached this point on

the fourth of July, and celebrated the day here. It is over 600 yards long, from 100 to 150 yards wide, and 128 feet high. The top can be easily reached from the east end or north side. On the top is a natural basin containing a large quantity of water, till quite late in the season. On the sides of this rock thousands of travelers have left their names; and yet the rock itself is remarkable for little else than its name. It is simply a great isolated rock of grey granite, full of cracks and fissures.

TO UPPER FORD..... 1

You now cross the Sweet Water, a clear, cold, beautiful stream, and your route will now for nearly one hundred miles lie for the greater part of the way along its banks, which are bordered in very many places with narrow alluvials of excellent grass.

DEVIL'S GATE..... 5¼

DEVIL'S GATE.

As you approach this remarkable natural formation, you

will see the river to the right, apparently terminating against the base of the rocks; but as you proceed a gap or opening appears in the mountain from top to bottom, and through which the river runs. The width of the chasm is about seventy-five or one hundred feet, the walls nearly perpendicular, and over four hundred feet high.

SMALL CREEK..... ½

Good water, excellent grass, no wood.

ANOTHER CREEK..... ½

Grass and sage plentiful.

DEEP RAVINE CREEK..... 6

Good grass; heavy sandy roads. There are several routes along this part of the way, depending on the hight of the water; it is best to follow the river when it can be done, as the roads back from it are heavy sand.

SAGE CREEK..... 6

Sometimes nearly dry; but you are near the Sweet Water, which you course along, passing a singular bluff on your left, and on to

THREE FEET CREEK..... 4½

Perhaps dry; but you are near the river.

BITTER COTTON WOOD..... 3½

But little grass here.

SECOND FORD..... 6½

If the river is low, cross here, as you will save about three miles, and avoid a heavy sandy road of nine miles, without grass or water.

THIRD AND FOURTH FORDS..... 2

These fords are near together; in fact for several rods you pass along the very bed of the river, between high rocky bluffs, where there are no banks to the stream, the bottom a little rough, but not impassable. You now pass over a plain back from the river, and on to the

FIFTH FORD..... 8

Very fair camping here; look ahead, no more water fit to drink for nearly sixteen miles.

ICE MARSH 6

This an alkali marsh, to the right of the road, and on some parts of it tolerable good grass. It is asserted that ice can be found on this marsh at any season of summer, by digging two feet beneath the surface; we tried it in a number of places, and in two of them found a substance resembling ice in appearance; we obtained a good specimen, and have it yet, so conclude it's not ice, but know it to be a crude mixture of salt and soda.

SIXTH FORD 10

A little above this ford is good grass, and as there are some willows here, very good camping. In a short distance you will cross a small creek, then rise a bluff.

SEVENTH FORD 4½

But little grass here.

EIGHTH FORD ..... ½

MUSK-RAT CREEK 3½

Here is a good spring to the right of the road; very fair camping.

ROAD LEAVES THE RIVER 2½

Very fair camping here; the road now passes over a succession of rough hills, ridges, and hollows, hard on wagons. Here you pass the Soap Lakes, the water having the taste and appearance of soap suds.

SWAMP CREEK 5

Good grass here; but the ground in many places too soft and miry to be safe for animals.

SMALL CREEK 1½

ANOTHER ..... ½

STRAWBERRY CREEK 2

Fair camping; wood can be obtained at the poplar grove in sight.

POPLAR, or ASPEN SPRINGS 1

BRANCH OF SWEET WATER 2¾

Good camping; grass plenty.

WILLOW CREEK..... 3

Fair camping. Your next drive of about five miles brings you to the Sweet Water for the last time. If the emigration has been heavy ahead of you, or grass generally scarce, you can turn to the left and strike the river below the usual place, and find abundance of grass and willows.

SWEET WATER RIVER..... ..... 5¼

Fair camping. You now leave the waters that flow towards the Atlantic, and approach the dividing ridge between the Atlantic and the Pacific oceans, which is here a depression in the Rocky Mountains, called the

SOUTH PASS.....10

You are now nine hundred and four miles from St. Joseph, and seven miles more than half way to the California line, at Honey Lake Valley. You are but eight hundred and six miles from Council Bluffs, or forty-two miles less than half way, and in the midst of the Rocky Mountains, whose rough and sterile peaks rise in snow capped grandeur high among the clouds, that seem ever to hang over them. The Pass, instead of being a narrow defile of only a few yards or rods in width, as many have supposed, is a broad undulating plain, between two mountains more than thirty miles apart, and its ascent from the Sweet Water so gradual as hardly to be perceived, and over the finest road in the world. The rugged, conical peaks of the Wind River Range lie off to the north, while to the south, hills rise upon hills, till they assume the appearance and elevation of mountains. The altitude of the Pass is said to be about 7,400 feet above the level of the sea.

We learn that engineer Lander, of McGraw's Commission, for the location of the middle section of the

national wagon road, via South Pass, has discovered an excellent route north of the present one, from near the South Pass, in a very direct line to Soda Springs, on Bear River. If such a route can be made practicable, it will be one of the most material cutoffs on the whole route to California; but until it shall have been reported as practicable for wagons, we would recommend the traveler to keep on the sure side, following the old, well known, and perfectly feasible route, even though the distance be considerably greater.

PACIFIC SPRINGS 2

Good camping; grass, water, and sage.

PACIFIC CREEK..... ..... 1½

Fair grass, no wood. Look to your distances for camping; there is almost a desert ahead.

DRY SANDY..... 9

A little water here, but brackish.

JUNCTION OF CALIFORNIA AND SALT LAKE ROADS..... 6

Left hand road leads to Salt Lake; for description of route see index, "Salt Lake Route." We take the right, which is known as

SUBLETT'S CUT-OFF.

LITTLE SANDY..... 4

Fair camping at the ford; but the best grass is a short distance up the river.

BIG SANDY..... 6

Good water and abundance of grass a short distance above or below the ford. No more good water for fifty-one miles, but in many places some good grass. Many emigrants prefer leaving the Big Sandy about 3 o'clock P. M., traveling most of the way to Green River in the night; others prefer the day. It is a long and hard

drive; the first half of the way the road is good, the last half very rough.

NOTE.—Not far from the Big Sandy is a road that turns to the left, by some called Kinney's cut-off. By this route the longest drive without water is seventeen and a half miles. It is an excellent route on that account, though a few miles the longest. We have once passed over that route, and prefer it; but as the majority take this, the no-water route, it is the one we proceed with.

Be careful to avoid an alkali creek, just before reaching Green River; the water is death to stock. Pass on down to

FORD AND FERRY OF GREEN RIVER.....31

A large, cold, and rapid stream; had to ford if the water is high; but there is a good ferry here. Wood and grass abundant in many places.

GREEN CREEK..... 2

Abundance of grass, water, and willows.

BLACK RIVER..... 8

Good camping.

FORD OF BLACK RIVER..... 3½

Abundance of grass and willows. You now pass over a high ridge, and on to

A SMALL STREAM..... 6

ANOTHER..... 3

PINE AND POPLAR GROVE..... 2½

Good spring here. You now cross two steep and rough hills.

ASPEN SPRINGS..... 5

Here is a large spring, in a poplar or aspen grove.

POPLAR RIDGE..... 7½

Quite a large grove of poplar here.

LITTLE GREEN RIVER..... 2½

By some called HAM'S FORK of Green River. A few

miles before reaching this point a road branches to the left, by which you can reach the beautiful meadows of this river, sooner than by the main road, and where there is an Indian trading post. By this route the distance is increased about one mile only, and you avoid one bad hill. You now ascend a very steep mountain

TO THE SUMMIT 3

Road hard, rocky and rough.

POPLAR GROVE 6

Some spring water here, and a good place to camp.

PINE, FIR, AND POPLAR GROVE 6

Some water here, and grass north of the road. You will now pass two small creeks about two miles apart, then travel a rough country among the bluffs, and down into Bear River valley; whole distance from grove to

BEAR RIVER VALLEY..... ..10

This is a most beautiful valley, and affords abundant pasturage. Many on entering the valley pass westwardly, directly for the river; if the object is to stop and recruit it is well enough, but the most direct route is to turn to the north and reach

BEAR RIVER..... 4

Grass abundant everywhere. You will now have some rough road for a day.

SMITH'S FORK..... 3

Good camping.

THREE CROSSINGS..... 1

Here you cross the fork three times in less than 20 rods, water rapid and deep; you then turn to the left, and pass over the "Devil's own half mile," an exceedingly rough pass, at the foot of a high rocky bluff. You will now have a good road, and cross several small gravelly creeks, two or three miles apart, to

THOMAS' FORK.... 15

Wide and deep; sometimes bad to cross; not very good camping.

BADGER CREEK 6

This creek is in low grounds; some grass. You soon ascend and pass over a rough country, and down to

BEAR RIVER AGAIN 6

Good camping, and now an excellent road.

CLEAR CREEK 6

A fine stream; has trout in it; good camping; several fine little creeks cross your path before you reach the

WHITE SAND RIDGES 10

Here is a small creek; but there is no more good water till you reach Bear River, at Soda Springs.

BLACK MUD CREEK 8½

This water is not good even if clear, and if stirred up, poisonous. There are some springs here, and others further on, the waters of which, if clear, may not be hurtful; but many deem them poisonous.

SODA SPRINGS 8

Nearly a mile before you reach Soda Springs proper, you pass Sugar Creek, where, a short distance to the right, you will see two huge barren mounds, fifty or more feet in hight, of a dull brick-red color. These have been formed from the earthy deposits from the waters of innumerable springs that break out all over their surfaces. From many of these springs the water is quite hot, and judging from the taste, possessing very different qualities; some sour, others bitter, and yet others strongly alkaline. There is a branch of sugar creek to the west and north of these mounds, a half mile or more from the road, where there is very good camping, with several soda and acidulous springs near by, the waters of which, if agreeable to the taste, are considered wholesome.

Nearly a mile further on you arrive at the much cele-

brated Soda and Beer Springs. One of these, a short distance from the road to the south, is one of the most remarkable objects, on account of its properties, to be found upon the whole route. It is a large soda spring, several feet in diameter, cool, clear, and deep, and its waters—which are drunk in great quantities by the emigrants—are possessed of a singularly agreeable sub-acid flavor. From the great number of bubbles that are constantly rising to the surface, the waters appear to be in a state of actual effervescence.

There is usually a small village of the Shoshonee or Snake Indians here, a blacksmith's shop and something of a trading post. A short distance further on is the Steamboat Spring, to the left of the road; this derives its name from the gurgling noise and agitation at some seasons of the year, its heat, and the steam or vapor it emits in cold weather.

BEAR RIVER SPRING.....

Take on water here, for you now leave Bear River for the last time, and there is no more water for seventeen miles, and perhaps twenty, depending on the season.

JUNCTION OF CALIFORNIA AND FORT HALL ROADS.....

Take the left for California, the right for Oregon. You are now entering upon an apparently beautiful plain, but you will find but very little good grass, and in many places only a barren rock, broken and cracked into innumerable fissures, from one to five feet in width, running in all directions, and extending downward to an unknown depth. Off to your left, in the midst of the plain, two miles from the road, is a perfectly conical hill, and is worthy a visit, being really the crater of an extinct volcano.

OLD VOLCANIC CRATER.

This crater rises above the level of the plain one hundred and fifty-five feet, is totally barren, and consists of a coarse, porous, brown lava, or scoria, that while in a melted state ran over and down its sides, lapping and overlapping in successive layers as it cooled, and that in cooling cracked into masses of all shapes and sizes. You can descend into the bowl or crater to its present bottom from the east side only, it being too steep and rugged elsewhere. The edge of the crater is almost perfectly circular, and barely wide enough to enable a person to walk safely upon it, and nearly of the same level all round, except a small portion of the east side, where you enter the crater; and if only to gratify your curiosity, and to be able to say that you have been down into such a crater, go and do it. From the junction last named you cross the plain upon Hudspeth's cut-off, ascend an easy mountain, where the road may seem to fork; keep to your left; you may find some water in

MOUNTAIN CREEK 13

Very little grass; go on to

CRYSTAL CREEK 4

Good camping; soon rise a mountain, then descend a narrow and difficult ravine.

LARGE CREEK..... 4
Good camping; now a hilly country.
ANOTHER LARGE CREEK..... 5
Good camping; now a beautiful valley country to
MARSH, OR SWAMP CREEK..... 8
Here is much coarse grass, some good; pass on up and around the marsh to the ford, cross and ascend an easy grade road to mountain, which is steep; on descending it you will find a very fine spring on your left, among the willows.
SPRING AMONG THE WILLOWS..... 9
Some grass below these springs.
SPRINGS AND CREEK..... 2
Good camping. You will now pass a number of springs and creeks between this and
LITTLE CREEK..... 11
Now look to your distances to water, after leaving the next creek.
TROUT, OR GRAVELLY CREEK..... 9
Good water and grass; there is a valley lying to the left and east of this, over a ridge, where there is much good grass. You had better camp on this creek, as there is no more water for twenty-five miles. By going down the creek a mile or two, you will see the remains of Indian fish-traps, used in the winter for catching trout. Now over a ridge, up a winding ravine, then a mountain to
THE SUMMIT..... 3
You will now have a very steep descent to make, then a fair road along a plain and over dusty ridges, to
SPRING AND CREEK..... 17
Good grass, if early in the season.
SMALL SPRING..... 7
Not much grass; now over a summit and down to a spring, and on to
MUDDY CREEK..... 7

You pass down this stream and ravine, to the valley of Raft river. This is a most beautiful valley 25 miles in width, and 60 or more in length, surrounded by lofty mountains, with much snow upon them; the valley presents hardly an irregularity upon its great, broad surface of green, nothing indeed to catch or stay the eye, save a long serpentine line of willows, that differing in their color from the darker green around them, marks the course of a little stream that makes its way along the valley, and is one of the sources of Raft river.

RAFT RIVER, EAST BRANCH 12

Abundance of grass and musquitoes; no wood.

MIDDLE BRANCH 2

Still more musquitoes, if near evening.

WEST BRANCH..... 5

Good grass after crossing, and some fuel. Near here is the road leading from Fort Hall to Salt Lake. Sometimes this west branch is bad to ford, and if not bridged—as it usually is—you can cross at a ford eight miles to the right, and soon reach the main road again. You now follow a ridge a few miles, then cross several small creeks to

LITTLE RAFT RIVER..... 8

MIDDLE VALLEY CREEK 28

MOUNTAIN CREEK..... 3

First rate camping here. Around the head of this creek are the

STEEPLE, OR CITY ROCKS.....

These rocks rise up from the ground apart from each other with nearly perpendicular sides, from 50 to 150 feet high, many of them with their tops so regularly rounded and pointed, as to be easily fancied to resemble the domes and spires of mosques and cathedrals; or as a more lowly comparison, a collection of vast hay stacks, which at a distance, some of them greatly resemble,

and yet constitute a beautiful and picturesque feature of overland scenery. You pass up the creek to its source, through the city of rocks, to

RECORD ROCK..... 5

Here hundreds of travelers have inscribed or registered their names upon a rock that is of itself a curiosity; immensely large, and one portion so overhanging, that it would effectually shelter a host of men, as it now does a host of names. It is near the south-west verge of this valley of rocks, and near it, is the eastern terminus of the western section of the National Wagon Road as located in 1857, by John Kirk, Esq., U. S. Commissioner. And it is by the courtesy of this gentleman and his Chief Engineer, Mr. F. A. Bishop, that we are enabled, from this point to adopt the located route in this guide, with but a few points of difference. The exceptions being in localities where, for short distances, the road as located, without additional working, is at present impracticable for wagons. In such places we have chosen to give the present traveled road, and its distances.

JUNCTION OF SALT LAKE AND CALIFORNIA ROADS..... 1

Some grass here, but no water. Soon you will cross—at suitable season be very dry—two or three small creeks, and over an elevated country to

GRANITE, OR FLINT SPRINGS..... 9¾

Here too, is a small creek with very fair camping. The Goose Creek mountains are now around you, and you will find a rough country between this and Goose Creek.

STEEP HILL CREEK 4¾

This is a small branch of Goose Creek.

TO GOOSE CREEK AND UP TO GOOD CAMPING GROUND..... 3

Goose Creek valley is singularly romantic and beautiful. A number of high table bluffs stand out in the midst of

the great valley entirely apart from the surrounding mountains, their perfectly flat level tops covered with low, dark evergreens, their sides quite perpendicular for a hundred or more feet downward from their tops, and then sloping off gracefully to a level with the valley. You now follow up Goose Creek, without crossing it, Finding excellent camping for many miles, and passing numerous creeks and springs to

GOOSE CREEK CANON..... 18

For two or three miles before reaching this gorge, the grass which all along the creek had been good, gets poor, so that before you reach the gorge, you should camp or be prepared to go quite through to Thousand Spring valley; though there is a little good grass in one or two places along the canon.

FIRST CROSSING GOOSE CREEK..... 18

SECOND do. do. do..... 18

But a short distance ahead, the more direct wagon road turns off to the left, over high barren ridges, without water for 12 miles; but by keeping to your right, a little off the direct route, excellent camping can be found upon the creek; but upon the more direct road it is to

ROCK SPRING..... 12

This is a large spring to the right of the road, at the foot of a ledge of rocks; water a little warm, but pure. You now enter and follow down a valley with no good water and over a plain but little better than ashes, to

THOUSAND SPRING VALLEY..... 11

But no springs of good water yet; but continue along the valley, touching Alkali creek on your left, which may be nearly dry however, and poor water at best, and over a country no better than a desert, with a dry, alkaline surface, with hills of ashes, and vitrified rocks and stones, intermixed with masses of lava, and where everything around seems to bear the marks of powerful volcanic ac-

tion, when, after a long unpleasant drive, you at last reach

COLD SPRING..... 14

There are numerous springs in this vicinity, and much good grass. You will now pass over a low ridge, to

HOT SPRING VALLEY.. ..... 5¾

Here are springs that are certainly an interesting feature of the emigrant route; they are situated close to the road, and consist of a great number of bubbling pools, from two to ten feet in diameter, between which are portions of tolerably solid ground, covered with a short coarse grass, the water is clear, and though not boiling hot, we found it impossible to hold the hand in some of them, even for a fourth of a minute; and would raise the mercury of the thermometer to 190 degrees.

A SMALL CREEK.... 4

You follow up this creek and ravine, to a

SPRING..... 4

Some grass here, and sage for fuel.

FORKS OF ROAD..... 2

Here are two roads, and there is but little to choose between them, the right may be a little the shortest, but it is the roughest, as it passes through a very rocky canon. Either are very fair routes, we give them both.

☞ RIGHT HAND ROAD.

From the forks to

ROCK CREEK 6

Good camping.

TO CROSSING OF ROCK CREEK.. ..... 1¾

You now pass through a very rocky canon, following the bed of the creek in places.

MOUTH OF CANON 2¾

Plenty of grass, good camping; here is a hot spring.

COLD SPRING..... 6

Good grass; now down a beautiful valley, passing a hot spring to

BRANCH OF HUMBOLDT RIVER..... 9

As you follow down this branch you will find the finest of grasses and wild clover in abundance, and willows for fuel.

HUMBOLDT RIVER.....10

We will now go back to the forks, and take the

☞ LEFT HAND ROAD.

From the forks to

A SMALL CREEK..... 5

VALLEY SPRINGS..... 5½

ANOTHER VALLEY..... 7

Some water here on your left, and towards the further end of the valley are the natural wells; very good water, but dangerous for animals to approach. Here the Humboldt mountains with their snowy summits, loom up to the south of you. Now a good road to a beautiful valley, that lies a little off the road to the right.

BEAUTIFUL VALLEY.. 5

It is indeed beautiful, if any landscape can really be, without trees; but it has not a tree nor even a willow. The upper part, to your right, has no water, and the grass there is not very good; but follow down a mile or more to near the middle of the valley, and there is one of the largest and finest springs of water on the whole route to California; thirty feet in circumference and ten deep, with a host of little fishes in it. It is the head of a small branch of the Humboldt. You follow down the valley to a creek, or turning to the main road on your left, reach by an easy drive

HUMBOLDT RIVER.... 13

Here the two roads that forked some thirty-five miles back, come together again. You are now about to travel over some of the worst portion of the whole overland route, or it may be quite passable, depending upon the stage of the water in the Humboldt. Some seasons the

water is so high as to entirely cover the bottom lands that border the river, and where the best grass grows; when this is the case, the passage down the Humboldt is one of peculiar hardship to both men and animals; and then too, the directions as given in this Guide, can not be followed in reference to any particular route or distances from place to place, as you will be forced back to the dry and sterile highlands. If the river is so low as to be within its banks, then, as regards tolerable camping-ground, it can be found almost anywhere along the river. So true is this, that we find emigrants making their way the entire distance to the sink of the river, nearly four hundred miles, without making any effort to arrive at any particular locality for camping; but turn from the main road to the river whenever they wish to make camp or obtain water and grass. And though there may be no great difficulty in finding fair camping, still, the long, arid, sandy plains, the scorching sun, the deep ashy dust of the roads, the usually muddy water of the river, if the emigration of the season be large, and the little really good water to be found on the whole route — after leaving this, the great upper meadow — together with the weakness of your animals, all contribute to make the passage of the Humboldt any thing but agreeable. Emigrants follow down nearly the whole distance on either side of the river, and sometimes cross from side to side, as their fancy or judgment may dictate. The route as laid down in this Guide, is, with but few discrepancies, the National Wagon Road route, as located for the greater part of the way, on the north and west side of the river. If your teams need rest or recruiting, here, at this extensive and beautiful meadow of grass and clover, and where the water is good, is the place to stop; for once on your way down the Humboldt, there should be no stopping, till you have crossed the

deserts and reached the great grass meadows that lie along the eastern base of the Sierra Nevada mountains. There are many fine fish in the Humboldt. You cross the river and very soon one or two branches of it, or sloughs; then follow down the valley, near the river or over a barren plain further back, and to the river again in a few miles, if you wish to, for water or camping, or pass on further to

NORTH OR WEST BRANCH OF HUMBOLDT RIVER..... 21

From this, one good day's drive down the river, often times near it, and you reach the end of the great meadow or valley.

FORKS OF THE ROAD..... 27

Here, if the river is high, the right hand road must be taken, though the most hilly and the longest by four or five miles. If the river is low, take the left hand to

FIRST FORD..... 1

Near this, an old road from Salt Lake comes in on your left. Good camping a little below the ford.

SECOND FORD..... 2½

You now pass through a canon walled in by rock on either side, several hundred feet high.

THIRD FORD..... 2½

Now a narrow, rocky road for a mile.

FOURTH FORD..... 2

You now cross a dusty plain and over a gravelly ridge to

RIVER AGAIN..... 5

Good camping; water, willows and grass abundant. You will cross two small creeks before reaching

HOT SPRINGS..... 7½

These are on the bank of the river, very near the water, some good grass here. Now over barren ashy bluffs and ridges, passing one spring half a mile to the left of the road, and on to

SMALL SPRING.....12

You will pass several springs before reaching

ROCKY CANON..... 5

This is an exceedingly rough, rocky cañon, hard on wagons. If you are on foot or packing, look out that you don't take a well worn trail to your left; it is one of the most deceptive cut-offs on the whole route, and will cause you some six miles extra travel; keep the wagon track.

RIVER AGAIN..... 9¼

Not much grass here. The road now forks again, and it is from this point that emigrants often take one side or the other of the river, all the way to the Sink; but probably the larger part of those who finally take the north side, cross here, and then back again fifteen miles ahead; and as the river is low, we will do so now, and after crossing, pass over wide flats, where there is an abundance of grass.

RIVER AGAIN..... 5

Good camping. Again over broad flats of coarse tall grass to

RIVER AGAIN..... 7¼

You will now soon cross a low

☞ SANDY RIDGE.....

And now mark this: You will either reach the river again to your right, in two miles, and cross at the last ford, or keep to your left and follow down the Humboldt's southern or eastern bank. We have once traveled the south route, and it is not a very bad one, though there is much more deep heavy sand than on the north side; either are bad enough, but the north side is the best. If you take this, the south route, you have only to turn from the main road towards the river, whenever you may wish to find water or grass; for at almost any point, fair camping may be found. After a tedious

journey of about two hundred miles, the road again forks, the left continuing down on the east side of the marsh and lake, to its south end; but is not the best route: so if the river be low, take your right, and under a ledge of rocks, just before crossing the river, you will find an excellent spring. From this ford, after crossing, you follow down a marshy plain to the Big Meadows, distance about sixteen miles. This time, however, we will follow down the north and west banks of the Humboldt river, it being the route of the National Wagon Road, as located by the Commissioner. Therefore, we go back to a point above

☞ SANDY RIDGE, and say, over a low sandy ridge to

RIVER AGAIN, SIXTH OR GRAVELLY FORD... 2

Cross here. Now the road for many miles will be over totally barren plains; but the river can be reached when desired, without going far out of your way, and very good grass found most of the way to

STONY POINT.....23

This is a high, rocky bluff upon the river bank. Road now follows near the river, where there is tolerable grass in places.

ASHY MOUND.....21

On the river here is very good camping. Now if the river is low, follow near it, and you will find fair camping in most places, to

RIVER BEND.....18

Here the river takes a turn to the left.

RIVER AGAIN..... 9

Good camping. Now along near the river and over a sandy ridge, to

A MARSH.....11

But little good grass here; no wood.

WHISKY BEND..... 5

This is a short turn in the road, to get round a marsh.

RIVER AGAIN..... 6

Row along near the river, with good grass, till you begin to cross

SANDY RIDGES..... 7

You will now travel for many miles over a barren sandy country, without water or grass, unless you turn directly from the road to the river.

HIGH BANKS.....20

Here the banks of the river are of clay, nearly perpendicular, and over one hundred feet high.

RIVER AGAIN.....10

Very good camping here. Now over a barren plain, and along the top of high banks again for several miles; but at intervals you can reach the river, finding, however, but inferior grass and camping-grounds, till reaching

LASSEN'S MEADOWS..... 31

Here are meadows of excellent grass, extending for several miles along the river, and is a favorite camping ground. And now before you leave this grand camping ground, we give you a word of caution and advice; because it is the first point reached where you have a choice of roads, by which to enter California; and here you will find doubtless, trading posts, and each trader partial to the route he recommends; and we say, generally from some selfish motive. If you know the particular portion of California that you would like to enter, be governed by the Guide Book. It is from this point that emigrants for the more northern portion of California take the Honey Lake route; but for the Truckee or old Carson route, to central and southern California, we still continue down the Humboldt. For description of Honey Lake route, see page 127. On leaving Lassen's Meadows, you leave the river for some distance, passing over a sterile country, and with but little grass, even on the river. You reach at length a deep ravine and canon, and

RIVER AGAIN.....20

But little grass here; and now every opportunity to get a bite of good grass should be improved.

RIVER AGAIN.....13

But little grass here.

WILLOW SPRINGS.....10

These springs are in the bed of a slough, and are available only in dry seasons. If the season be very wet, they are mostly covered; but then the water of the slough will answer very well for stock. No grass here.

BIG MEADOWS.....7

Here to your left are extensive flats, over which the waters of the Humboldt are spread, converting the otherwise barren plain, into meadows of unsurpassed fertility. Along that portion of the grassy plain between good grass and that which is too coarse for animals, runs one or more small branches or estuaries of the river. In seasons of low water, both grass and water are very fair, and it is here that you cut grass, and fill your water cans for use on the desert. The place is also remarkable for musquitoes of terrible ferocity. Mr. KIRK, Wagon Road Commissioner, from what he believes to be reliable information, is of the opinion that from near the Big Meadows, an excellent route to the Truckee river and meadows can be located, that would be preferable to the present one, from the outlet of Humboldt Lake; but as the country has not been fully and satisfactorily explored, we continue down the old route from the meadows to

OUTLET OF HUMBOLDT LAKE.....20

For description of lake or sink of the Humboldt, see page fifty-nine. We now arrive at another important point in our journeyings, for here again the road forks; the right leading into California or to Washoe and Carson valleys, by the Truckee river route; and the left by the Carson river route. For description of route from

this point to Truckee river and meadows, see page 129.

We will now take the left, and pass on towards the desert lying between this and Carson River. The Humboldt Lake is bounded on the south by a heavy sand ridge, except a single narrow ravine, to your left, which you cross near the foot of the lake, through which flows outwardly, from the lake, a considerable stream, usually forty or fifty feet wide, and two or three deep, that, after winding around among sand hills, for about three miles, opens out into meadows of tolerably good, though saltish, grass. In seasons of high water these meadows are entirely submerged; but if low, then emigrants usually make this a short resting place, previous to crossing the desert; therefore we say to the

SALT MEADOWS..... 3

These lie to the right of the main road; grass fair in seasons of low water, but water poor either in the creek or wells that have been dug here by traders. There is usually a trading post or two here. You are now about to encounter the real desert portion of your route, and yet you may not find it—*if* your animals are in tolerable condition—half as bad as you have anticipated, and yet bad enough. Very many start out upon the desert about three or four o'clock in the afternoon, and by traveling all night, reach Carson River, a distance of thirty-six miles, early in the morning. This night drive is peculiarly hard on men and your almost worn out animals, and as the latter seem to suffer quite as much from actual fatigue and want of sleep, as the want of grass or water for a single day, many prefer leaving the Salt Meadows early in the morning, say three or four o'clock, travel till nearly noon, which will take you two-thirds of the way over; then, after stopping two or three hours, and giving your animals all the grass and water that you have taken on to the desert for them, push on once more and arrive

at Carson River before dark. From the Salt Meadows you rise the sand bluffs or ridges, and then almost immediately enter upon

THE DESERT.

The road here for the greater part of the way is as smooth and as hard as a brick yard, and the plain around you for thousands of acres together, destitute of all vegetation, till you reach

SALT AND SULPHUR SPRINGS..... 9

In making this distance you will have seen, some distance to your right, a stream of water that in some places is spread out over a large surface of the barren level sands. In seasons of low water it all sinks in the sands, or is evaporated from the surface; but when the water of the lake of the Humboldt is high, this stream flows along the desert eastwardly, and crosses the road near these springs, and as the water of this stream is not wholly unfit for animals, it often proves of service to large droves of stock. The plain or desert now changes to a succession of sand ridges and clay banks, nowhere elevated more than fifteen or twenty feet above the general level; a little wild sage and a few blades of grass appear at intervals. The sandy portions make heavy wheeling, the clay banks good, but dusty.

TO DEEP SAND PLAIN.....15

This portion of the desert is slightly elevated above the twenty-four miles already passed, and is almost one continued bed of deep, heavy sand, to within one hundred rods of

CARSON RIVER..... 12

At a very early date in the history of overland emigration, this place was called Ragtown, from the fact that every house, cabin, tent, or place to live in—and they were numerous then—was made of poles and cloth only, top and sides; or sides of cloth, and top or covering of

grass boughs, for you have once more reached a region of green trees. And now almost for the first time since leaving the settlements of the Missouri River, the way-worn and weary emigrant, together with his animals, can take their ease. Fresh provisions can be procured in any quantity, the water of the Carson good for stock, and grass in most places along the river in the greatest abundance.

Between Ragtown and Gold Cañon there is much heavy, sandy, stony road, with one drive of twenty-six miles without water, unless you prefer a much longer route, following the windings of the river. You can be governed in your movements by the advice obtained from traders and settlers along the route.

From Ragtown you follow up along or near the river, with good grass in many places, to

TWENTY-SIX MILE DESERT.....20

ACROSS THE DESERT.....26

TO GOLD CANON..... 5

Quite a mining settlement on this cañon. From near this point a road to the right leads to Washoe Valley. This is a beautiful valley of excellent grass, a fine place to recruit or fatten stock. There is a settlement in Washoe Valley. From Gold Cañon to

CLEAR CREEK.....18

You have now reached a point in your journeyings, known world wide as

CARSON VALLEY.

This is one of the largest and most fertile valleys of Western Utah, lying directly along the eastern base of the Sierra Nevada Mountains. It is thirty miles in length from north to south, and from three to ten in width, and abounding with indigenous grasses and clover of the finest quality. There are numerous settlers here, and much land already brought under cultivation; but

which is no impediment to the emigrant who may wish to recruit any amount of stock, previous to crossing the mountains. Carson Valley will long remain the favorite feeding ground for the stock of the overland emigrant. The Mormons who once occupied the valley have sold out and left it; the present occupants are courteous, obliging, and hospitable. You follow up the valley to

GENOA (OLD MORMON STATION)... 7

Here is quite a village, with stores, shops, mills, &c., and is the principal mart of trade for the various settlements, agricultural and mining, now rapidly extending along the eastern base of the Sierras. Genoa, during the winter season, connects with Placerville, El Dorado County, Cal., by direct express across the mountains, semi-monthly; and during the summer by tri-weekly stages, over the new wagon road, constructed at the expense of El Dorado and Sacramento Counties, connecting central California with the country to the east of the Sierra Nevada Mountains. From Genoa you follow up the valley to

CARY'S RANCH 9

CARY'S MILLS 9

You now pass up Big Cañon to

HOPE VALLEY.. 6

From this valley—which is about five miles in length—there are three routes leading into California; the more northerly one passes near Lake Bigler, and is the new wagon road route by Johnson's Pass to the City of Placerville, El Dorado County, and on to Sacramento City. The middle route, from south end of Hope Valley, is the old Carson route, now nearly abandoned, and better be entirely. The south route from Hope Valley passes through a portion of Amador County, and on by way of Big Tree Grove, to Murphy's, in Calaveras County, and is the route for all the more southern portion of the State, and a part of the central.

Distances on the north and south routes from Hope Valley are as follows:

NORTH ROUTE.

LAKE VALLEY..... 5
Abundance of grass in this valley. Lake Bigler lies off to the north within five miles.
SLIPPERY FORD..... 8
SILVER CREEK RANCH..... 7
Plenty of grass on Silver Creek.
PEAVINE SPRING..... 8
BROCKLISS' STATION..... 2
BROCKLISS' BRIDGE..... 7
JUNCTION HOUSE..... 2
SPORTSMAN'S HALL..... 3
CITY OF PLACERVILLE..... 12
DIAMOND SPRINGS..... 3
EL DORADO (Mud Springs)..... 2
SACRAMENTO CITY..... 43

SOUTH ROUTE.

FAITH VALLEY..... 4
Good camping.
CHARITY VALLEY..... 3
Good camping.
CLOVER VALLEY..... 7
Good camping.
MOKELUMNE FLATS..... 6
Good camping.
PACIFIC VALLEY..... 1½
STANISLAUS MEADOWS..... 2½
Good camping.
SILVER VALLEY..... 4

GRIZZLY BEAR VALLEY 3
ONION VALLEY..... 3
BIG MEADOWS..... 3
Good camping.
BLACK SPRINGS..... 6
BIG TREE GROVE.....10
MURPHY'S.....15

SALT LAKE ROUTE.

We give the Salt Lake Route, though we do not recommend it to the emigrant; because we do not believe there is anything gained by going that way. Unless it be to get a sight of Salt Lake City and its people, with the privilege of paying numerous tolls for the passage of bridges, and after descending to the lowest depths of the great basin, dragging your wagons and loads up out of it again. Better by far, keep the more direct route along the high divide, between the waters of the great basin and those of the Columbia river; saving much expense and many miles of travel.

From the junction between the Dry and Little Sandy, 19 miles west of the South Pass, to
LITTLE SANDY..... 7½
Fair camping.
BIG SANDY..... 8
Good camping. No water between this and
BIG SANDY AGAIN.....16½
Very good camping.
GREEN RIVER.....10
Excellent camping here; you follow down this stream to where
ROAD LEAVES THE RIVER..... 5
Now no water or grass till you reach
BLACK'S FORK.....15
Good camping.

HAM'S FORK..... 3½
Good camping.
BLACK'S FORK SECOND TIME..... 1½
Now bad, uneven road, to
SMITH'S FORK..... 10
No camping here.
BLACK'S FORK THIRD TIME..... 2
Fair grass and camping.
BLACK'S FORK FOURTH TIME..... 2
You will now cross two or three small creeks and reach
FORT RIDGER..... 14
You will now cross numerous small creeks, and high ridges, to
MUDDY FORK..... 12
Good camping. Some springs of alkaline water ahead.
HIGH RIDGE..... 5½
The altitude of this ridge is 7,320 feet above the sea. One mile ahead is another alkaline spring, water not very bad; but by passing on four miles further you will find a spring of good, pure water on your left, and a little ahead another on your right. You will now soon attain the highest elevation yet reached since leaving the States, 7,710 feet above the sea. From high ridge, and on over this highest summit, and down to
SULPHUR CREEK..... 12
Good camping. A mile and a half south-west of this, is a celebrated mineral-oil spring.
BEAR RIVER..... 1½
A fine stream; grass and wood abundant.
YELLOW CREEK..... 9
You cross this creek twice, then over a ridge, and down to
ECHO CREEK..... 5
Cache cave is but a short distance from this to the right of the road in the bluffs. You will now follow Echo

creek and valley, crossing the creek 15 or 20 times, to

RED FORK OF WEBER RIVER.....20

There are two roads from this point to Salt Lake City; we give them both; and first the right hand road, which is the shortest. Follow down the river to

THE FORD..... 4

Good camping. You will cross two small creeks before reaching

CANON CREEK.....10

You will have to cross this creek a dozen times, and cross two swamps, before you

LEAVE CANON CREEK.....7½

Now over a high mountain and down to

BROWN'S CREEK..... 5

Fair camping on this creek a little ahead. Now all sorts of a bad road, miry, hilly, rough and even mountainous, hard on teams and wagons, to Canon creek. You now pass down a canon, crossing the creek some 18 times over a miserably bad road, and through, to

MOUTH OF CANON.....11

You have now reached Salt Lake Valley.

TO SALT LAKE CITY 5

We will now go back to Red Fork of Weber river, and take the left hand road

TO FORK OF RED FORK..... 5½

You will cross two small streams before reaching

DAVIS' FORK.....10

POPLAR CREEK..... 4

Now a bad road, crossing two creeks before you reach

CANON CREEK.....18

TO HEAD OF CANON 1½

Now for miles down a canon, with walls of rock hundreds of feet high on either side, over a very bad road, crossing and re-crossing from side to side of the canon

some forty or fifty times, and nearly every time over and through a small creek. It is about the worst road ever traveled with wagons.

SALT LAKE CITY..... 9

We shall attempt no description of Salt Lake city or its people, because the world is kept well informed from other sources, in relation to both; and, as what might be said true of them one month, may be very different the next; particularly can this be said now—February 20, 1858—as threats are made of desertion and total destruction of the city by the people themselves, in case the U. S. expeditionary army, *en route* for Salt Lake during the past summer, should enter the valley. We shall therefore speak only of one of the many natural objects of interest, in the valley of the Great Salt Lake, believing it to be one that will remain without great change, even though the whole of Utah, as a part of the U. S. Territory, should revolutionize and set up a government for itself. There are numerous large springs in the vicinity of Salt Lake City, some of them medicinal or containing a great variety of salts; others warm, and yet

HOT SPRING NEAR SALT LAKE CITY.

others very hot. One of the most remarkable of the latter class, is situated about three miles from the city, near the emigrant road. It issues from under a rocky spur of a mountain, and flows with a bold, strong current, forming quite a lake at the base of the hill, and was formerly a favorite resort of immense numbers of water fowl, during the whole of winter; attracted doubtless more by the genial temperature of the water, than as a feeding ground. In cool weather, it constantly emits a large volume of steam or vapor. You will now find numerous settlements along the route, for many miles. As you follow along the base of the mountains that bound Salt Lake valley on the east, you will cross numerous mountain streams, some of them bridged, and toll is charged. A little over a mile from the city, you arrive at salt and sulphur springs, and about three miles from the city a famous hot spring. You are now upon the east side of Salt Lake going northward.

NORTH COTTON WOOD CREEK 13

You will pass several small streams, and numerous settlers, before you reach

WEBER RIVER.....20

There are Mills on this and Ogden Creek, and between the two is Brownville, quite a large settlement.

OGDEN CREEK..... 6

Ogden City is another fine settlement.

HOT SPRINGS..... 9½

Some hot and some cold, in close proximity.

WILLOW CREEK..... 5

To your right the mountains tower above you to a great hight.

GRASS CREEK 3½

Good grass country all along here.

BOX ELDER CREEK 3

Fine grass here, and another Mormon settlement.

COLD CREEK..... 5

HOT, COLD, SALT, AND OIL SPRINGS..... 5

These springs are numerous, and form quite a creek.

BEAR RIVER..... .....7¾

MALADE CREEK 2¾

Some grass here, but no wood. Unless bridged, this is one of the most miry and bad streams to cross on the whole route to California.

BLUE SPRINGS.....19

Water not first rate, rather brackish.

HENSELL'S SPRING 13

As this spring is half a mile to the left of the road, pass on to

DEEP CREEK..... 5¾

Good crossing at the ford only; some grass.

DEEP CREEK SINK 6

Poor grass, if any; here the creek sinks. No more good grass, and but very poor water, for nearly seventeen miles.

MOUNTAIN SPRING.....16¾

This spring is on the side of the mountain, to the left of the road. Between this and Stony Creek you get your last view of Salt Lake and Valley, and a most magnificent one it is.

STONY CREEK.... 6

The waters of this creek flow into the Columbia River.

CASEUS, OR CHEESE CREEK..... 9

You follow this creek, and cross it several times; then over a long heavy hill to

JUNCTION OF SALT LAKE AND CALIFORNIA ROADS..... 7

For continuation of route westwardly see page 106.

HONEY LAKE ROUTE.

From Lassen's Meadows on Humboldt River, to Honey Lake Valley, we adopt the route of the wagon road survey, with its accurately measured distances, as the best route between the two places. We also give a very brief notice of the country as we proceed, with reference to its adaptation to the support of animal life.

To F. A. Bishop, Esq., engineer of the commission for the location of the western section of the national wagon road, are we indebted for this and other important information, relative to this particular section of the overland route.

Lassen's Meadows extend for six miles or more along the Humboldt River, are from a half mile to a mile in width, and produce an abundance of good grass. From this point, however, to Deep Springs, a distance of seventy three miles, there is not sufficient grass or water, during the summer and fall, to supply the wants of emigrants, having large droves of stock; and during the latter part of the present season, 1857, there was a deficiency of grass at every watering place.

From Lassen's Meadows the country is undulating, road in places sandy, to

ANTELOPE SPRINGS.....11¾

Here are two small springs of pure, cool water; surrounding hills well supplied with bunch grass. You will now find a rough country, road in many places steep and rocky; then quite level to

RABBIT HOLE SPRINGS.....16¾

These springs supply a limited quantity of brackish water; very little grass here. Now without grass or water to

BLACK ROCK HOT SPRINGS.....20¾

These are situated at the foot of the mountain, on the southwest side; water hot and highly impregnated with mineral; no grass; hills covered with wild sage. From

these springs you soon cross a portion of the dried bed of Mud Lake, and on to Granite Creek, a stream of tepid water, running from the mountains on the northwest side; then again over a portion of Mud Lake bed, a perfect desert, and on to near some large boiling springs, surrounded by tule (rushes) and coarse alkali grass, then over low foothills to

DEEP SPRINGS.....24¾

These springs afford an abundance of pure water; here is a meadow of about six hundred acres of good grass. You will now pass over another eight miles of the dried bed of Mud Lake, then over a dry, sandy, sage plain, to Buffalo Springs; some coarse grass here; then on to Dry Creek, over sage plains and low hills to

SMOKE CREEK.....33

Here you will find some good grass. You pass up the creek through a narrow, rocky canon, to extensive grass and clover meadows, to

RUSH VALLEY.....5¾

Good grass and water here. Now a barren soil, light, ashy, dusty, road, to

MUD SPRINGS.....8¾

Pure, cool water; but only about three acres of grass. Now through a wild sage country, undulating, and much of the road rough, stony, and tedious, and without water till you reach Breed's trading post on

SUSAN RIVER—HONEY LAKE VALLEY.....17¾

Abundance of grass and good water. From this point on Susan River, it is some three or four miles to Honey Lake, following down the river. At a point not far from the Lake, and near Susan River, is the place of beginning of the survey and location of the national wagon road, and near the State line between California and Utah. The distance from Mud Springs to the initial point is only sixteen and three-fourths miles. From Susan River to I. Roop's house and trading post

WEST END OF HONEY LAKE VALLEY 20

This is one of the finest agricultural and stock feeding valleys in eastern California, or western Utah. There is already quite a settlement here.

The route from the Humboldt to this point is undoubtedly the most direct that can be traveled by emigrants who are desirous of reaching either Plumas, Shasta, Colusi, Tehama, Trinity, Humboldt, Klamath, or Siskiyou counties; or indeed any part of Northern California or Southern Oregon. You are now about to cross the Sierra Nevada Mountains through Noble's—more properly Lassen's—Pass; but if you expect to find anything like a difficult mountain, you will be disappointed, for there is really no mountain at all; and what little there is of ascent toward the summit, is so gradual, you really hardly know when you have fully gained it, and commenced your descent. And now that we are able to leave you in such comfortable circumstances, at the summit of all there is of the Sierras at this point, we guide you no further, but leave you to obtain such further advice, counsel, or guidance, as you may need, to the noble-hearted, whole-souled, frontier settlers of Honey Lake Valley.

TRUCKEE ROUTE.

From south end of Humboldt Lake take your right, and pass over a low ridge and marsh to

SULPHUR WELLS.....8..... 128

In seasons of high water these wells are covered by the waters of the slough, and not available. You now enter upon the desert, without grass or water, the road uneven and a part of the way stony, to

HOT SPRINGS..... 19

Here are several large springs of hot sulphur water, or if

not sulphur are not very pleasant to the taste, even when cooled. No grass here. The road is now level and good to where

SANDY ROAD BEGINS..... 16

You now pass over a heavy sandy road and ridge to

TRUCKEE RIVER 8

Water good; grass abundant after crossing the river. Between this and the second ford are two or three miles of barren country. At this point you are about five miles above Pyramid Lake.

SECOND FORD..... 5

After crossing here, you will continue up the river, crossing it at intervals of two or three miles, till you have passed the third, fourth, fifth, sixth, and seventh fords; then in about one mile you pass around a steep, rocky spur of a mountain, and on three miles further, to where the road

TURNS UP A RAVINE..... 10

Now up the ravine, over a divide, and down to

RIVER AGAIN..... 3

Now along near the river for seven miles, then up a ravine, over and down a very steep ridge and bad road to

RIVER AGAIN.....12

EIGHTH FORD 2

You will find it bad getting down to this ford.

MEADOW CREEK 3

You have now reached the great Truckee Meadows, remarkable for their extent and fertility. Thousands of acres are here found, covered with the most luxuriant growth of indigenous grasses and clover, of the finest quality; and it is here that the emigrant recruits his stock, for days or weeks. There are settlers here, and from this point the emigrant can easily make his way into California, by whichever route may best please him; we therefore point out the way or guide him no further,

but leave him to continue his journey along the meadows and valley of the Truckee River, finally to cross the Sierras by the Truckee Pass, direct to Nevada City, in Nevada County, and on to Marysville; or through a more northerly pass to Downieville, in Sierra County; or by the Beckworth Pass and route into Plumas Co.

The Truckee route from the sink of the Humboldt is without doubt the shortest and best route by which to reach Nevada, Placer, Yuba, and Colusi Counties.

Or from the Truckee River and Meadows you can pass along the eastern base of the Sierras, through the valleys of Washoe and Carson, and cross the mountains by the new wagon road and stage route, from Carson Valley to Placerville, in El Dorado County.

SUMMARY OF DISTANCES.

ROUTE TO NORTHERN CALIFORNIA.

	Miles.	Total Miles.
From St. Joseph to Fort Kearny	288	
" Fort Kearny to South Fork Platte River	121	409
" South Fork of Platte to Fort Laramie	209	618
" Fort Laramie to Upper Platte Ferry	137	755
" Platte Ferry to Independence Rock	49	804
" Independence Rock to South Pass	100	904
" South Pass to Soda Springs, on Bear River	219	1,123
" Soda Springs to Junction of Salt Lake Road, near City Rocks	143	1,266
" Junction to Humboldt River	126	1,392

" Head of Humboldt to Gravelly Ford	110	1,502
" Gravelly Ford to Lassen's Meadows	161	1,663
" Lassen's Meadows to Honey Lake, near east line of California	131	1,794
From Council Bluffs to Fort Laramie	320	
" Fort Laramie to Honey Lake, California line	1,176	1,496

ROUTE TO CENTRAL CALIFORNIA.

From Lassen's Meadows to the outlet of Humboldt Lake	69	1,732
" Humboldt Lake to Genoa, Carson Valley	110	1,842
" Genoa to Placerville, El Dorado County, California	78	1,920
" Placerville to Sacramento, Capital of California	48	1,968

ROUTE TO SOUTHERN CALIFORNIA.

From Genoa, Carson Valley, to Hope Valley	24	1,866
" Hope Valley to Murphy's Calaveras County	68	1,934

SALT LAKE ROUTE.

From South Pass to Junction of Roads	19
" From Junction to Fort Bridger	95
" Fort Bridger to Salt Lake City	107
" From Salt Lake City to Junction with California Road, near City Rocks	162
Whole distance from east to west junction, by way of Salt Lake	364

VALEDICTORY ADVICE.

TO THE STOCK IMMIGRANT.

We will suppose you to be in possession of stock, perhaps large numbers. Having reached Honey Lake valley on the north, or further to the south, the Truckee meadows, Washoe or Carson valley, where there is a world of feed, or even Lake Bigler valley, or any one of the higher mountains, where the grass is always green, till covered by the winter's snows; if you are a stranger in the country, you may or may not be aware of the fact, that a single day's drive from the higher mountains towards the Sacramento valley, may place you in a district of country, that from August till November, is almost entirely destitute of green feed.

The alternative is therefore presented of either remaining in one of these mountain valleys till you can make arrangements for your stock below, or by forced drives, through eighty or a hundred miles of the parched up foot-hills, and plains of the Sacramento valley, run your chances of finding some place along the Sacramento river or its tributaries, producing sufficient feed.

But as large numbers of animals are every year driven to the mountain valleys for summer fattening, stock from the plains should be permitted to stop there also.

For the most part, these valleys are free to the world and clothed with the richest verdure, of indigenous grasses and clover of two or three varieties; and here too, your animals, with proper care, can roam comparatively free and unmolested, till the late autumn snows warn you to descend to the lower valleys.

TO THE MINING IMMIGRANT.

You may doubtless have reached California, as near "strapped," as you well can be; or as near as we were, when we reached Carson valley, with just two dollars and-a-half left us. You are more or less worn down with the fatigue of your journey, and not in a condition to do a full day's labor, under an almost vertical sun. You need rest, but if your finances will not admit of it, and you must seek employment, or go hungry, or beg, go among your friends and acquaintances if you have any; but if none, then among strangers, who will soon become your friends if you are deserving.

Don't expect large wages at first; your inexperience if nothing more, does not entitle you to it, and it is unreasonable to expect it. Work for your board and such additional wages as your employers can afford to give you, and continue on for weeks even, for though not gaining much in cash, you are every day learning some-

thing, gaining experience, and with proper observation, you will have acquired before the end of three months, that which will be worth more to you, than mere wages for a few months, without such knowledge.

And note this, that you are now in the land of temptation, as well as gold; that loaferdom here has its countless votaries; the gambling devotee will doubtless ape the friend, so long as you have money; but from the first you can safely cut his acquaintance. Be industrious, prudent, moral and temperate, and with ordinary good health, a bright future of prosperity awaits you; for

THE MINES ARE NOT WORKED OUT.

When the mining of '49, '50 and '51, confined as it was, in a great degree to the naturally watered gulches and ravines, had taken from such localities the richest of their deposits, it was supposed that successful, profitable mining in California must soon be on the wane, and therefore the present too late to accumulate a fortune by gold seeking. And this might, to some extent, have been the fact, had not a plan for supplying vast districts of country artificially with water for gold washing, been very generally adopted. By a system of canals and and ditches conveying the waters of the mountain streams to levels far above their natural channels, immense tracts of highly auriferous country are year by year made available for profitable mining; and these facilities are constantly being increased, so that the net product of the mines of California is annually increasing.

Nor are old localities entirely abandoned, for we see the same ravines worked again and again, even to the fourth and fifth time, and with satisfactory results. But it is to the deep hill or tunnel claims, that we look for the greater permanency, and to the quartz claims, for such as are to be everlasting. This kind of gold mining is, utterly without limit, and as truly enduring as the hills. It is therefore safe to assert, that the prospects for successful mining are not at all gone, but even now, full of promise for the future.

APPENDIX.

CALIFORNIA—

"Land of the West—beneath the Heaven
There 's not a fairer, lov'lier clime;
Nor one to which was ever given
A destiny more high, sublime."

To go, or not to go; is even now the question in the minds of thousands of our countrymen, residents of the Atlantic States. And it can be answered most emphatically and truthfully, yes! or no! depending entirely

upon circumstances. If you have a family, and possess a competence, or even a comfortable living from your farm or occupation, laying by a little every year, and with all the endearments and enjoyments that a cherished home, reliable friends and society can throw around you, and you are not yet seized or fevered by that spirit of adventurous enterprise, so common to our countrymen as to be almost a characteristic, just stay where you are; "let well enough alone."

But, if having a family, and by misfortune or otherwise, find yourself without occupation or money, and your friends cannot assist you in starting anew in business, and the strength of your manhood, you still feel a desire and pride, in making the effort to be yet the architect of your own fortune, under a change of circumstances and chances, and with the fever of adventure rankling in your veins, and you can raise money enough to get yourself and family here, and are certain that when you shall have arrived, that you will be ready and willing to take hold of any honorable employment that offers, and you are all healthy and strong, COME RIGHT ALONG.

If you are a young man and unmarried, but know of a girl that you love very much, and you are both old enough to get married, either stay at home yourself, or if you come, bring her along with you, as it will be very likely to save you much anxiety, three or four gold rings and no little postage, and probably the expenses of a trip home to get her after all. And besides the reasons

given, just see how you will be getting on without her.

DONT HE WANT A WIFE?

All weakly or sickly persons, had better remain among their friends; unless they have money, and come to California to regain their health, by a change of climate.

Young men or old, desirous of acting in the capacity of clerks, or agents for business houses or firms, unless by the aid of friends you have secured your place before reaching here, and are in paying situations at home, hold on where you are; every place here is filled, and there are ten anxious expectants for every situation of the kind, likely to be vacated.

But to the strong young man, possessing the determination to do, or die, willing to meet and brave disappointment should it come upon him, and can reach here with

one hundred or even fifty dollars in pocket, COME TO CALIFORNIA.

It is a land full of glorious promise, a land where the utmost diversity of pursuits is presented to the enterprising of every capacity, from the man of wealth, to the day-laborer, whose only capital is his hands. A land above all others, where industry and prudence make poor men rich; but to the indolent and improvident, who wants to live without work, or get his living off from others, to the loafer, gambler, or sporting gentleman, we say most emphatically, California has lost many of its attractions.

To the unmarried woman, if desirous of marrying, we say, come; if you can come with, and come to, or among true friends; or if alone, possessed of an unyielding virtue. We want you to come, because California wants more families, more permanent households.

We want families, because we do see, that as year after year, they multiply among us, a decided change for the better is apparent in every phase of society. We want families, because their homes and hearth-stones everywhere, are the only true and reliable basis of any nation; and

as we know of very many young men in our midst, who would lend their aid in increasing the number of families, provided the necessary material could be obtained, we sincerely hope, that the true philanthropists of the gentler sex, resident of the Eastern States, will take the case of California, her welfare, and that of her young men, and many of the older ones, into their most serious consideration; bearing in mind, that at present, our male population as compared with the female, is nearly as four to one. Thus we see, California wants more wives; nd why not? just see the inducements.

HAS HAD A WIFE A YEAR AND A HALF, DO YOU SEE THAT BOY?

In further proof that wives are really wanted, at the

present date, we give room to two, as samples of the advertisements that appear in our daily newspapers.

[From the *Evening Bulletin*, Dec. 4th, 1857.]

WIFE WANTED.—An American Gentleman, 40 years of age, a farmer in easy circumstances, wants a wife. Any American Lady, between the ages of 22 and 35, can reply to the above. No one need address, unless the disposition is—a country life and a comfortable home. References must be undoubted, and exchanged. Address Look Box 1576, P. O., San Francisco.

[From the *Morning Call*, Dec. 9th, 1857.]

WIFE WANTED.—A young man, American by birth, 32 years of age, a Farmer in comfortable circumstances, wants a wife. Any American Lady, between the ages of 18 and 25, can apply, with real name and address—who would be contented with a good home in the country. Address, —, Box 112, Wells, Fargo & Co's Express office.

WHY SHOULD I GO?

To this question, Why should I go to California? we answer: to build up a home and fortune, in a new and princely country. For two or three years succeeding the first discovery of gold in California, the larger number of those who made the journey here either by land or water, were young men, mere adventurers, and almost their only object, the speedy acquirement of a fortune in gold from the mines, intending to return to their eastern homes for its enjoyment; believing, or seeming to believe, that California could possess no other attraction than her gold-fields.

But no sooner had the first adventurers returned to their homes in the east, with the story of the beautiful and fertile valleys, and delightful climate of the Pacific coast, than hundreds of families, from among the hardy pioneers of the Western States, were seen wending their way with their flocks and their herds, over the broad,

wild and almost desert-belt of our great continent; whilst from along the Atlantic border, came "floating palaces," freighted with living hosts.

"Who 'd left their Eastern homes to rear,
An empire's proud foundation here."

A few months more had elapsed, and again the story of new adventures and successes, was borne back to other kindred and friends, and then another emigration ensued, and which on each succeeding year has been renewed, until a continuous annual emigration to California has become a fixed fact. Nor will it ever cease; but, with the new and increased facilities to emigration—the construction of national wagon roads across the plains, and the opening of new routes by sea and land — will be greatly increased, until all the vast unoccupied plains and valleys of California and the Pacific coast, shall teem with an industrious, prosperous and happy people.

BUT WHY LEAVE HOME?

You ask; Why leave home, and kindred, and friends, with all their dear associations, and go to California? To which we answer: to make homes here; homes for yourselves and for your children, that will be as dear to them at least, as are those of our childhood to us.

With the spread of civilization, our borders must be extended, homes must be multiplied; and where can this be done more advantageously, than amidst the fertile valleys, and beneath the sunny skies of the Pacific coast lands?

In no other portion of the world can a more favorable soil or climate be found, for the successful cultivation of all the fruits of the temperate, as well as tropical countries, than the middle and southern portions of California. With a soil unequalled in fertility by any other State in the Union; with a climate equal, if not greatly superior to that of Italy, or that of the south of France, the finest products of those countries can be produced in prodigal abundance.

In no other country in the world, does the vine flourish more luxuriantly, or produce larger, or more perfect clusters, than in our beautiful southern valleys. Not only the orange and the lemon, but the fig, pomegranate and the olive, are now seen here, growing in perfection. That sugar cane, cotton and tobacco can be cultivated, equal to any in the world, has been fully demonstrated; whilst in the more central and northern portions of the State, not only the grape, but the apple, pear, peach, apricot, and all the lesser fruits, with cereal grains, and vegetables, are produced so easily, and in such rare perfection and abundance, as to safely challenge the world.

Nor is this all; for in geographical extent, California equals the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware and Maryland; and with more than their equal of ocean coast; and this coast, with its rivers, all abounding in fisheries no where surpassed either in variety or productiveness; whilst the gold fields of California, equal in extent, all the world's besides.

How vast then the field for new enterprise. For the miner, how countless the hills and the valleys; for the agriculturist, how wide spread the plains; and for the lumberman, how boundless the forests, to cover an area equal to the States we have named. And yet California possesses them all.

These are facts; and these facts were the inducements that tempted the earlier settlers to migrate hither; and now these settlers urge them as reasons why they should stay and make homes here. And why not? when already their short sojourn has made them the possessors of wealth they never could have accumulated or enjoyed, but for their spirit of adventure, urging them on to a land of gold, of health, rich harvests, blessed rain in its season, glorious sunshine and flowers.

WHAT ARE THE CHANCES?

Emigrants upon the Isthmus or the plains, as they find themselves approaching California, are ever anxiously inquiring of returning Californians whom they meet on the way, as to the probabilities of their own success; or whether their chances for a fortune, are all lost by their late arrival.

We will suppose this question to be put by able-bodied men, young or old, who are willing to make a fortune by working for it, and at mining.

We say to such, that the probabilities of sudden wealth are against you, as these chances are lessening every year, and yet far from being among the impossi-

billities. But to you who will be content with two or three times the amount you can possibly earn at home, in the same length of time, until by experience, you learn something of the requisites necessary to successful mining, by connecting your labors with those who have this experience, till you are properly informed, the chances never have been, but little better for you than now.

Clothing, provisions and implements, can be obtained at very low rates, almost anywhere in the mines. Water for gold washing is being introduced almost monthly, by ditches and canals, to new, rich, and extensive gold fields. Mining has been reduced to something like system, so that a steady yield of gold is sure to follow a proper application of labor upon a good claim, and there are thousands of these, as yet undiscovered and unworked.

Be industrious, prudent, moral and temperate, and we know of no country on the earth, so full of hope and promise, to the healthy, willing laborer, as California.

WHEN SHALL I START?

Having determined to emigrate — for so we most certainly should were we back again, or having never seen California, could in any way be possessed of our present knowledge of the country — and having resolved to go by the Isthmus route, or by either of the steamship lines, as the easiest and most speedy mode — but not the best or cheapest, for we consider the overland route prefera-

ble — another question very naturally arises, when, or at what season of the year shall I start for California?

We will suppose that you are coming with willing hearts and able hands to dig for gold. We well remember previous to leaving the States east, of hearing that the autumn or early winter, was the best time to reach California, inasmuch as at that time, the winter rains were just setting in, furnishing everywhere, the indispensable requisite for gold-washing. And such was the fact to a great extent at that time, and the same reasoning will apply even now, to many localities not watered by artificial means.

But then there were always drawbacks attendant upon an arrival so near the rainy season. These were, in part, the liability to sickness from constant exposure to cold, drenching rains, through a long winter, which it is impossible to avoid, if anything like a regular, paying system of mining is carried on above ground. Or if to avoid the wet and cold, you provide yourself with the necessary oil-cloth or India rubber clothing, you are met at once by a heavy expenditure, and at a time too, when you are but a mere novice at mining, and consequently not working to advantage, and at the very season when your necessary provisions or board costs you the most.

Within the last four years, however, a great change has been wrought in the mining districts, by the introduction of water by ditches and canals, rendering gold mining practicable at all seasons of the year; conse-

quently there is not that difference in the gold yield of the seasons that there formerly was. But all things considered, if you will come by steamship, perhaps the early spring time should have the preference.

The trip by water can as well, or better, and perhaps safer, be made in winter or spring, than in mid-summer, You then reach California at a season when all is pleasant and delightful; frequent heavy showers perhaps; but not long continued, cold rains, and the weather every day improving. The ground for mining, soft and easily worked, and water in almost every great gulch and ravine, costing you nothing.

No winter clothing is necessary, and the weather just delightfully cool for work; and by the time you have become somewhat acquainted with mining operations, and the water from natural channels begins to fail, you will be in a condition and can afford, if upon a good claim properly situated, to pay a reasonable price for water, from some one of the many artificial water courses near you. Then with a prosperous summer's work, and your experience gained, you will be in condition to make every needful preparation for a full and profitable winter's work. Should your mining operations be carried on by tunneling, summer and winter will be nearly alike to you, the only difference in the working, is the facility with which water can be procured for washing out, and the presence of a greater or lesser quantity in the claim, to impede the working of it.

So that at any season of the year, if ready to come to California, COME RIGHT ALONG.

WHAT SHALL I DO?

Almost every man on starting for California, thinks he knows just what he will do on arriving here; and a very large number of those without capital, think they will take hold of mining, and stick to it till they have made their "pile." And it would have been far better now for thousands, had they but held to their first resolve.

How many there are, of the '49, '50 and '51 men, who might with truth say, had I but stuck to the pick, pan and shovel, and let trading and speculation alone, I might now have been worth a handsome fortune. And yet not a week, hardly a day passes, that we do not see men, capable of doing a full day's work at mining, and earning at least from two to three dollars, if only upon hire, that either totally abandon it because it is *work*, and therefore don't agree with them; or because they see in others, those who seem to be making money by trading or speculation a little faster or easier than themselves.

In mercantile, commercial, professional and mechanical pursuits, there is much of competition every where in California, as well among the mines and mountains, as in the cities and valleys of the lower world, and a trader no sooner finds himself located and doing a fair living business, than on comes a competitor, and you are compelled to divide the business, and of course the profits of the trade with him.

Not so in mining; in this business there is room for

all, and yet a wide margin for more. If your neighbor happens to prosper for a day a little better than yourself, it does not lessen your chances, for the very next day you may far outstrip him. The miner has nothing to fear as has the trader, of a decline in the price of the commodity in which he deals. His income depends in a great measure upon his health, and his industry; and his prosperity, upon his prudence and frugality. And though there are many, very many, who have been in the country the longest, who are now worth the least, we believe not one in the whole number can be pointed out, as having given his whole time and attention to mining; and then saving as every prudent man should, his whole earnings, beyond a full enjoyment of all the necessaries of life, and a reasonable indulgence in the luxuries.

In answer then, to the question, "What shall I do?" we answer, that if without capital and willing to labor, go to mining and stick to it; and after you have worked at it a year, and made a thousand dollars or only eight or six hundred, stick to mining; and after two years are gone, and you begin to feel as though you could make money more easily by using your money, than by mining, then is your very time to stick to it; or else start immediately for home, and bring back with you the girl that has cost you so much thought, two or three ambrotype miniatures, and perhaps as many of your best gold specimens.

WHERE SHALL I GO?

Many a stranger immigrant asks this question, on arriving in California. Some, it is true, know where to go, having friends located here and there residents of the State; but of the masses who come for the purpose of digging for gold, a majority of them know not where to go. They want to go to the mines, and this is about all they know of California, or of mining.

Our gold fields are so vast in extent, from south to north, the entire length of the State, even into Oregon; and with a width of from fifty to one hundred and fifty miles, it is no wonder that a stranger should not know where to go. But there are facts and considerations that should have their influence and proper weight with you, in determining where you will go.

Among these, are, a generally admitted opinion as to the richness of the diggings; whether the locality is easy of access; its proximity to one or more points of trade, at which provisions, implements, and lumber can be obtained; and lastly, though not the least in importance, is the certainty of an adequate supply of water for gold washing; for without this, the mere richness of the diggings would avail but little.

Men should not expect to make at this late day, sudden fortunes at mining; better be satisfied with two or three dollars a day, until you become some little acquainted with the hazards, vexations, the bad and good luck of mining.

The first effort then, should be to obtain employment with experienced miners; there is a great advantage in locating where steady employment can be secured; to do this, lose no time in arriving at that section of the mining region that you hear has a full supply of water for mining purposes. Don't trust to all you hear, but make diligent inquiry, and then of all the information you gain, act upon that which to you seems the most reliable, and you can hardly go wrong.

Having reached the mines, offer your services to miners who already understand their business, and go to work even at low wages, say fifty dollars a month and board, until you gain experience in the use of tools, toms, sluices, etc. Information thus gained, with your experience, is worth every thing to you as a miner, and is more cheaply obtained, than it can possibly be in any other way.

Among the newly arrived, are often those who, with minds ever restless and changing, are not satisfied with the slow and certain results of a steady application of labor, but are ever trying new diggings, new plans and new appliances, with the hope that their good luck may bring them a fortune at a strike. Acting upon this principle—or rather lack of principle—large numbers spend their time and money, chasing phantoms.

No story, too incredulous for them to believe, while distance, and cost of migration tither seems only to lend additional enchantment. Thus they start, upon a worse than a wild goose chase, "for new and better diggins";

but in four cases out of five, only to chase the visions of their imaginings, for weeks or months, to their utter disappointment and perhaps entire expenditure of means.

I AM GOING TO GOLD LAKE.

I HAVE BEEN TO GOLD LAKE.

From careful observation for years, we are certain that the greater portion of those who have thus run wild at every "new discovery of rich diggins," now find themselves with less gold in their purses, than those who have diligently applied their time and labor to steady mining operations, even though at moderately paying rates; better make sure of steady paying wages, than trust to fickle chance, for a speedy fortune.

WHAT DO YOU CALL WAGES?

Living among the mines, and acting as Secretary, Assistant Engineer and Superintendent of one of the most important mining canals in El Dorado County, or the State, and visiting from twenty to fifty companies of miners daily, of from three to five men to a company, and feeling an interest in the success of their operations, we would often inquire, "Well boys, how are you making it?" To which, with but few exceptions, we received this reply: "Well, making about *wages*." And the few exceptions were companies that had just set in, and therefore did not know what they should make; but generally saying, "It prospects very well."

Now it is well known that where miners are making *large* wages, and there is any possible show of a continuance of the "lead" beyond the present limit of their claim, that they are invariably making just about, or "hardly wages," and this is all that you can get out of them. It became a query with us to ascertain what they called "wages." For several days, therefore, we put the question direct, and to a great number of companies, and not one of them put "wages" at less than $3 50 per day, whilst a large majority would answer, "About four or five dollars."

Now these *wages* were not procured from tunnel, hill, or hydraulic claims, paying from ten to twenty dollars per day to the man, as many are; but ordinary placer, ravine, or surface diggings, and many of them upon

grounds that had been once, and in some instances, thrice worked before.

Now we would candidly ask, in what portion of the Eastern States, or the world elsewhere, can a man, who is not a mechanic or artizan, and without a profession, and with less than a hundred dollars invested as capital, make from day to day anything like four, or even three dollars per day?

Miners, in companies of four or more, say that they can and do board themselves well enough—buying one good pie a day to eat with their dinners—for three dollars per week; but call it four, and strike a balance, and then tell us if it is any wonder that thousands are annually arriving among us, and that thousands more, who have prematurely returned to the Atlantic States, are now wishing themselves back.

In proof that there is a demand for labor in Californat other employments than mining, we subjoin the following advertisements, taken from the daily newspapers of the city of San Francisco, of different dates, in 1857, to which reference can be made. Board in all cases is included, or given in addition to wages offered, except were the offer is by the day.

WANTED—A Blacksmith; $100 per month. A Wheelwright; $100 per month. A Miller; $65 per month

WANTED—A Man and Wife to take charge of a country Hotel; $100. Four Men to work on a farm; $40 per month.

WANTED—A Blacksmith, for the general work of a shop; wages, $90 per month.

WANTED—A good Farm Hand; wages, $40.

WANTED—A Rough Carpenter; wages, $3 50 per day. Also a Man to cook for 20 Men; $45.

WANTED—A Girl for Stockton; wages, $25. Also, a Girl for Oroville, to tend a child; wages, $20. Also, a Woman Cook; wages, $40.

WANTED—A Tinman; wages, $3 per day.

WANTED—A Barber for a country town; wages, $75 per month.

WANTED—Two Girls for one family in the city; wages, $30 per month each. A small Girl to run of errands; wages, $15.

WANTED—Two Men for splitting and curing Salmon; wages, $60 and passage; for up the coast.

WANTED—Three Wood Choppers, to chop wood near Martines; wages $40 and board.

WANTED—A good Carriage Painter; wages, $3 per day, steady employ. A Smith Helper; $35.

WANTED—A No. 1 Laundress; wages, $60 per month.

WANTED—Ten Men to go to Puget Sound to work at Lumbering.

WANTED—A Man to work in a wood yard; wages $35. A good Wood Chopper; wages, $50.

WANTED—A Girl for a private family in the country; wages, $40. A Girl for Stockton; wages, $25.

WANTED—Two No. 1 Cooks; wages, $60 per month. Also, two No. 1 Waiters; wages, $50.

WANTED—A Man and Wife for a Dairy; wages, $75 per month.

Now when it is known that similar advertisements to these, appear in every day's issue of some of the most reliable and widely circulated newspapers in the State, and still the demand for labor unsupplied, who will hesitate in believing that the chances for the laborer, the young man or woman, and even small girls, are far better even now, than in most other parts of the world; and would these wages be offered unless there was a positive demand for labor?

SHALL I BRING CAPITAL?

Certainly, for you can either lose it here quicker than you ever saw money lost before, or you can make more from the use of it, just as you happen to strike the

chances. You can loan any amount you please upon "good security," (?) at from five to ten per cent. per month, and when you want your money back again, the chances are that your good security has stepped out, and very likely the borrower along with it.

There are those in almost every city, town and village in the State, who have money to loan; and if they, with their knowledge of California laws and Californians, and land titles, cannot do it safely, you will hardly be likely to; but nevertheless bring on your money; you can invest it in countless speculations, from city lots to canary birds, and as we have said in effect, lose it so quick it will make your head swim; or you may make a fortune by it, depending entirely upon which way the wheel turns.

California is the great play-ground of fortune. It is here, above all other places, that she wantonly sports with her votaries, and numbers her victims by thousands. Still, if you have money, bring it with you, for it can be used, and used safely, in a variety of enterprises, almost any of which will pay you from two to three per cent. a month. Mining ditches, mining, in a variety of ways, lumbering, stock raising, agriculture, horticulture, indeed almost any legitimate business, if properly managed.

But as a sure and permanent business, we know of no enterprise in which a man of capital can engage in, that promises a more sure return, or larger per cent., than quartz mining. Now we have no quartz vein that we wish to sell, so that our opinion is not based upon

this; but it is based upon the certain belief that to own a gold-bearing quartz vein, that has been extensively and carefully prospected, the rock put to the test, and by actual experiment known to be rich, is to possess a fortune. And we are positive in asserting that there are hundreds, yes hundreds of known gold-bearing quartz veins in California, awaiting capital for the erection of the necessary machinery, to yield up fortunes to their proprietors.

There is hardly a mechanical pursuit that cannot be carried on here to better profit than in almost any other part of the world; but many of these pursuits require at the outset, usually, a larger expenditure of capital than in many other countries, for the very reason of the value of labor, and the cost of materials necessary to commence the manufacture; but once established and the profits are proportionably great.

We might continue the subject indefinitely, speaking of other projects and enterprises, the prosecution of which would most certainly be attended with large profits upon the investment. Capital can be profitably employed, if judiciously, in almost any country, and California is not an exception.

CALIFORNIA A LAND OF CONTRARIETIES.

California, with the western portion of Utah, is of all others a land of contrarieties. For six or eight months of the year, our climate—we are speaking of the gold

region and mountain country—is one of genial mildness and almost uninterrupted sunshine, and this is our summer, followed by months of alternate rain, snow, cloud, and sunshine, and this is our winter, upon the mountains. Our lower valleys, plains, and hill-sides, in the early year, for months together, present almost a continuous bed of flowers, followed by months of sunshine, when, to the inexperienced eye, they appear but little else than arid wastes, except where fruit and forest trees abound; and this is summer, in the valleys; and then again for months, rain, cloud, and sunshine without the snow, and this is winter in the valleys. And though with hardly a shower for six months in summer, California produces the finest fruits, grains and vegetables, and the largest trees in the world.

Her largest lakes lie almost upon the summits of her highest mountains, and though surrounded by eternal snows their waters never freeze. On the east of the Sierra Nevada the rivers run inland, and instead of discharging their waters into the ocean they are dried up. With magnificent forests of great beauty we have very few birds, and those we have seldom if ever sing, high among the mountains.

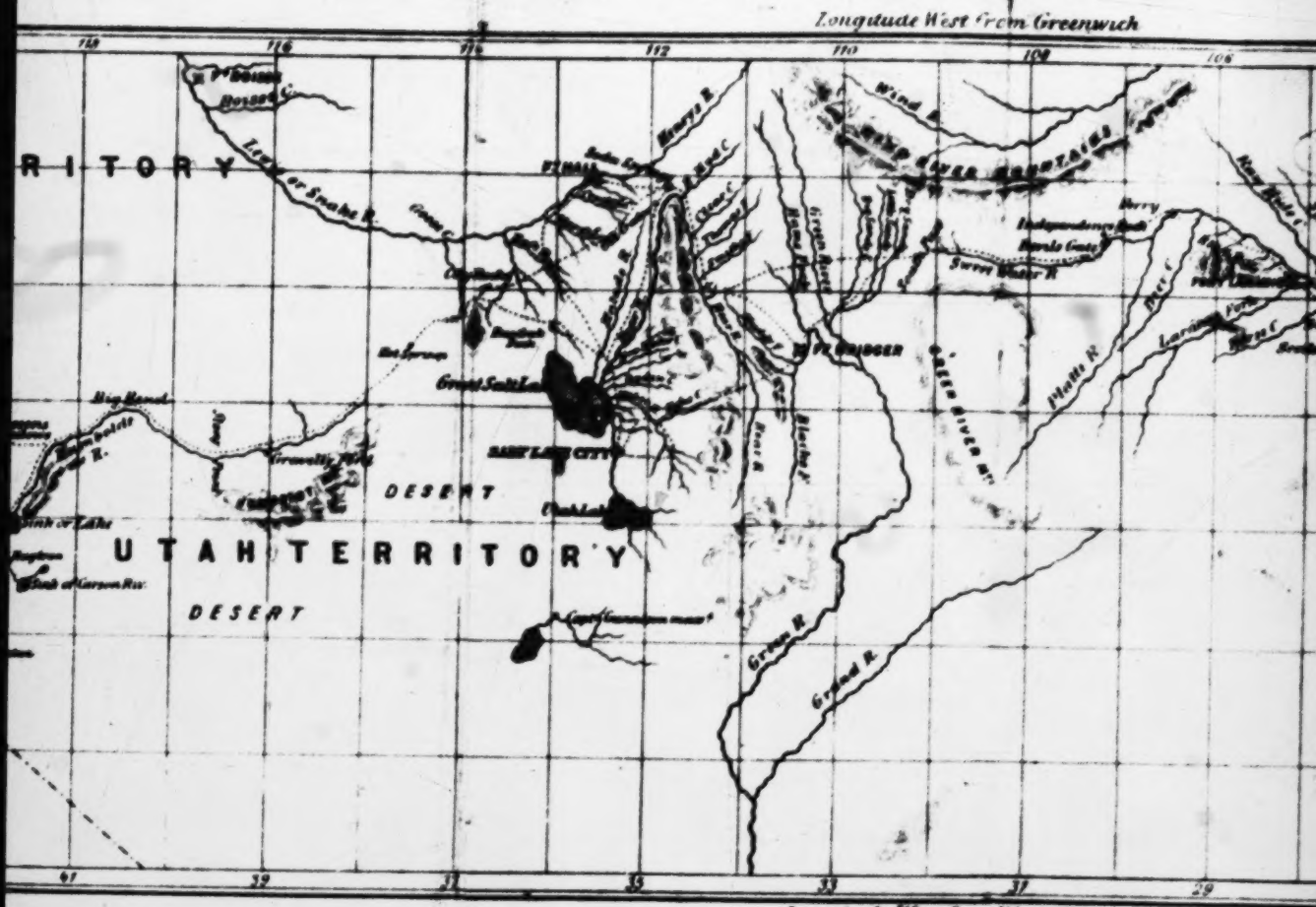
The face of the country one uninterrupted succession of ups and downs; high hills and ridges, deep gorges and cañons, characterise the mountain slopes on either side. Our valleys are almost on a level with the ocean, and our mountains are so high that they are ever decked with snow.

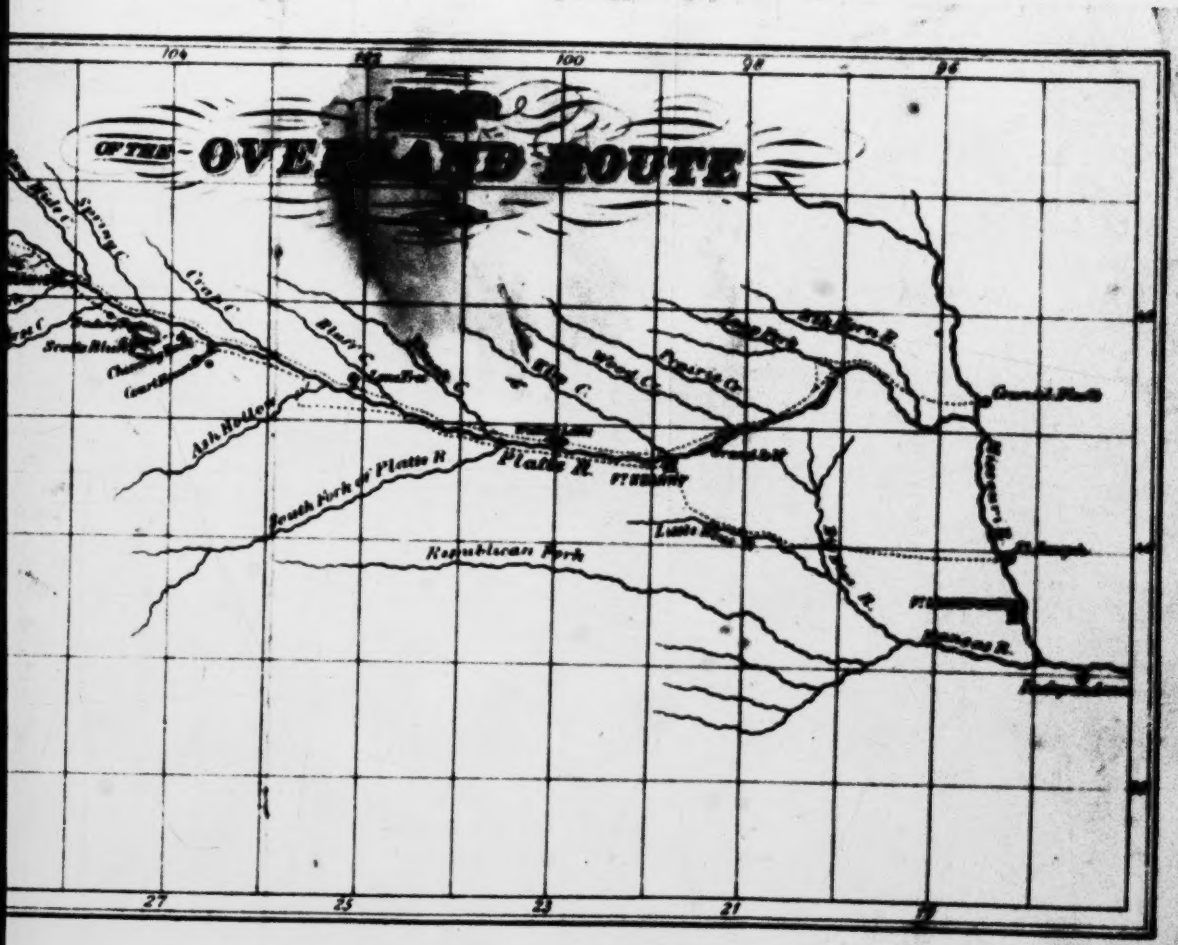
Our women are either very beautiful or homely as Digger squaws, for many of them are nothing more nor less. Our people are rich and making money, or miserably hard up; or one day poor and the next counting their gold by pounds. A man may be without a dime in the world, and yet be treading upon gold at every step.

He may have no wife, or he may have half a dozen, just as he pleases, and a whole church and people—Mormon—to sustain him in his privileges. Animals supposed to have attained their full growth in the Eastern States, on being brought here increase in size and weight; nor is this phenomena entirely confined to the brute species; whilst lumber of almost any description, made into furniture at the East, if carried into any portion of California inland, or away from the direct influence of the ocean breezes, shrinks endwise.

Thousands here live in the enjoyment of perfect health, from year to year, but as in all countries, some must die; and whilst many are buried in the quiet tomb, others upon the burning pyre, are hastily resolved into their original elements, whilst many, doubtless, in their last repose, occupy places unknown to men.

And yet thousands have, and other thousands may, return to their eastern homes, or remaining here with their families and friends around them, pass down through life, ever grateful to a kind Providence for having directed their thoughts, and guided their footsteps to the land of gold, extremes, and contrarieties.


Longitude West From Greenwich
120
116
112
110
108
106
RITORY
Lake or Snake R.
Green C.
Ft Hall
Bear R.
Wind R.
Rocky Mountains
Sweet Water R.
Ft Bridger
Platte R.
Green River Mts
Big Sandy
Green or Seedskee R.
Great Salt Lake
SALT LAKE CITY
Utah Lake
DESERT
UTAH TERRITORY
DESERT
Green R.
Grand R.
91
93
95
97
99
101
Longitude West from Washington


OF THE
OVE
ROUTE
Ash Hollow
South Fork of Platte R
Platte R.
Republican Fork
Fremont
Elkhorn R.
104
102
100
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